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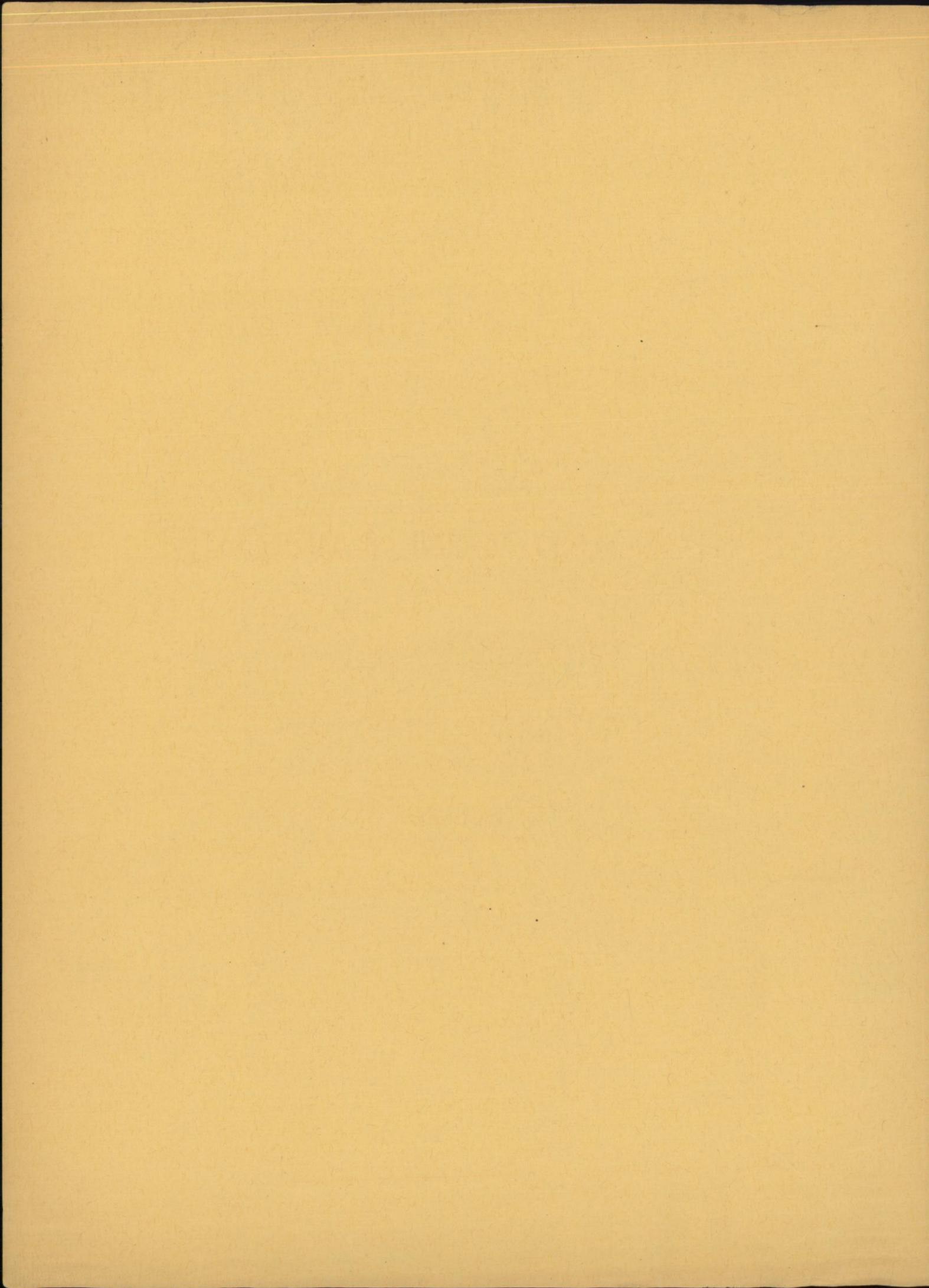
BOSTON AND MAINE RAILROAD

YEAR ENDED DECEMBER 31, 1921



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EIGHTY-NINTH ANNUAL REPORT

OF THE

BOSTON AND MAINE RAILROAD

TO THE

STOCKHOLDERS

YEAR ENDED DECEMBER 31, 1921

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BOSTON AND MAINE RAILROAD

The Annual Meeting of the Stockholders of BOSTON AND MAINE RAILROAD will be held on Wednesday, April 12, 1922, at ten o'clock in the forenoon, in the Directors Room, 15 North Station, Boston, Massachusetts, for the following purposes:

- I. To hear and act upon the report of the Directors.
- II. To elect Directors for the ensuing year.
- III. To take such action as the Stockholders may deem expedient with reference to changing the purposes for which the proceeds of mortgage bonds issued under the Corporation's present mortgage to Old Colony Trust Company, et al. dated December 1, 1919 and designated as Series G are to be used.
- IV. To take such action as the Stockholders may deem expedient with reference to authorizing the execution of an Equipment Trust Agreement for the purpose of obtaining additional rolling stock or other equipment and for financing the same, said Agreement to be in such form, containing such terms, provisions, covenants and undertakings, such agreements for lease, use or purchase of said equipment and such provisions for issuance of notes, certificates or other securities, or evidences of indebtedness as may be found necessary or desirable.
- V. To take such action as the Stockholders may deem expedient with reference to an issue or issues of notes, certificates, or other securities or evidences of indebtedness, as may be found necessary or desirable in connection with the Equipment Trust Agreement referred to in the foregoing article, or to the assumption by this Corporation of such obligations as may be necessary with reference to the issue of certificates or securities thereunder.
- VI. To take such action as the Stockholders may deem expedient with reference to making an agreement or agreements with the City of Lawrence, Massachusetts, and other necessary parties, whereby this Corporation shall undertake such obligations as may be necessary to provide for the ultimate payment by this Corporation of its share of the expenses of eliminating the grade crossing at Parker Street in Lawrence and the entire expense of building a new station in said City, and such other obligations as may be necessary in connection with raising funds on the credit of the City of Lawrence for the purpose of meeting these expenses in the first instance.
- VII. To take such action as the Stockholders may deem expedient with reference to authorizing the issue of bonds secured by the Corporation's present mortgage to Old Colony Trust Company, et al. dated December 1, 1919, for the purpose of paying or refunding bonds of the Boston and Maine Railroad issued under said mortgage to the principal amount of \$5,000,000, maturing June 1, 1922, such issue to be of such amount as may be necessary for that purpose.
- VIII. To take such action as the Stockholders may deem expedient with reference to authorizing the issue of bonds secured by the Corporation's present mortgage to Old Colony Trust Company, et al. dated December 1, 1919, for the purpose of paying the United States sums expended by the Director General of Railroads for improvements upon and additions to the properties of the Corporation and its subsidiaries, made during Federal Control.
- IX. To take such action as the Stockholders may deem expedient with reference to amending the Boston and Maine Equipment Trust Agreement No. 9 dated January 15, 1920.
- X. To take such action as the Stockholders may deem expedient with reference to merging with and into this Corporation the whole or any part of the property and franchises of the Proprietors of Portsmouth Bridge, York Harbor and Beach Railroad Company, Nashua and Acton Railroad, The Sullivan County Railroad, Vermont Valley Railroad, Barre and Chelsea Railroad Company, Montpelier and Wells River Railroad and The St. Johnsbury and Lake Champlain Railroad Company, or of either or any of them.
- XI. To take such action as the Stockholders may deem expedient with reference to acquiring a leasehold interest in the whole or any part of the railroad of The St. Johnsbury and Lake Champlain Railroad Company.
- XII. To take such action as the Stockholders may deem expedient with reference to authorizing the sale of the Steamer "Mt. Washington" heretofore operated by this Corporation on Lake Winnipesaukee and the lease of wharves at Center Harbor, Wolfeboro and Alton Bay for use by the purchaser of that Steamer.
- XIII. To take such action as the Stockholders may deem expedient with reference to applications to the Interstate Commerce Commission and other governmental authorities or public tribunals in relation to the subject matter of any of the articles in this call or with reference to orders or decrees thereon.
- XIV. To take such action as the Stockholders may deem expedient with reference to the appointment of persons or corporations to countersign and authenticate bonds, notes or other evidences of indebtedness.
- XV. To take, or authorize the Officers of the Corporation and its Board of Directors to take, any action in relation to the foregoing articles that may be found necessary or expedient as incidental to or in furtherance of the purposes therein expressed or referred to.

By order of the Directors,

Boston, Mass., March 14, 1922,

ARTHUR B. NICHOLS, Clerk,

BOSTON AND MAINE RAILROAD

DIRECTORS

NORMAN L. BASSETT	AUGUSTA, ME.
RICHARD BILLINGS	WOODSTOCK, VT.
CHARLES W. BOSWORTH	SPRINGFIELD, MASS.
FRANK P. CARPENTER	MANCHESTER, N. H.
CHARLES SUMNER COOK	PORTLAND, ME.
HENRY B. DAY	WEST NEWTON, MASS.
HARRY H. DUDLEY	CONCORD, N. H.
*CHARLES P. HALL	WEST NEWTON, MASS.
WILLIAM J. HOBBS	MALDEN, MASS.
ERNEST MARTIN HOPKINS	HANOVER, N. H.
WOODWARD HUDSON	CONCORD, MASS.
JAMES H. HUSTIS	WINCHESTER, MASS.
ALBA M. IDE	TROY, N. Y.
GEORGE von L. MEYER	HAMILTON, MASS.
WALTER M. PARKER	MANCHESTER, N. H.
HARRY G. STODDARD	WORCESTER, MASS.
J. DUNCAN UPHAM	CLAREMONT, N. H.
GEORGE R. WALLACE	FITCHBURG, MASS.
HENRY E. WARNER	LINCOLN, MASS.

CORPORATE OFFICERS

JAMES H. HUSTIS	President	BOSTON, MASS.
HERBERT R. WHEELER	Treasurer	BOSTON, MASS.
ARTHUR B. NICHOLS	Clerk	BOSTON, MASS.

*Deceased February 17, 1922.

EIGHTY-NINTH ANNUAL REPORT

To the Stockholders of the Boston and Maine Railroad:

General Statement The passage of the Transportation Act of 1920 marked a new era in the relations between the railroads and the Government. The new law gave affirmative recognition to the principle that common carriers, as a whole or by territorial groups, are entitled to a reasonable rate of return upon property values.

The returns of the railroads as a whole for 1921 show the results of the first complete year of operation under the new law. These results have been disappointing.

The public is dissatisfied because of high rates and restricted service. Labor is aggrieved because the process of economic readjustment is bringing about a scaling down in war-time rates and modifications in war-time working rules. Stockholders are discouraged because the diminished net income has in many cases necessitated a reduction in or suspension of dividend payments.

When the Interstate Commerce Commission in August, 1920, acting under the mandate in the rate-making section of the Transportation Act, increased freight and passenger rates, the new schedules were intended and expected to yield net income equivalent to a yearly return of six per cent upon property value. It was hoped that the 1921 net income, by territorial groups, would be such as to renew confidence in railroad earning power and thus solve the problem of restoration of railroad credit and service. Instead of earning six per cent in 1921, the railroads as a whole were able to earn but little more than one-half of that rate.

The discouraging results, however, should not be interpreted as a failure of the principles of the Transportation Act. They are believed to be fundamentally sound. The small net return may be attributed in the main to the general business depression. The volume of traffic to which the new rates were actually applied in 1921 was so much smaller than the estimate upon which the rates were based in 1920 that disappointment in net income was inevitable.

The serious effect of losses in traffic on railroad net income is not generally understood. A large part of operating expenses and practically all of taxes and charges are unaffected by reductions in traffic such as those which have been suffered during the past year. Consequently, the decrease in tons and passengers handled in 1921, while seriously diminishing revenues, could not be met by corresponding reductions in expenses, taxes and charges. Losses in net income could not, therefore, be avoided, even by severe retrenchment in maintenance.

Because this fact is not generally understood, the opportunity has been seized upon by propagandists and by other critics of railroads to create distrust in private railroad management and to discredit the most constructive piece of transportation legislation since the beginning of Federal regulation in 1887.

This is but the dark side of the situation, and the unfavorable developments of the past year must not be allowed to obscure the really favorable underlying tendencies. The business situation in recent weeks is showing signs of revival, and with a downward trend in expenses any substantial improvement in traffic should be immediately reflected in lower operating ratios.

Should this result be realized, it will not mean that the financial and other problems of the railroads have been solved, and it ought not to be used as a lever to force down rates. While inevitably there will be rate readjustments, it should be borne in mind that as during the war railroad rates and railroad wages generally lagged behind those in industry, so it is inevitable that they will lag behind in the return to pre-war conditions. Regulation both of rates and of wages by Federal authority is for the protection of the public, and one of the prices of such control is delay in readjustment.

While railroad officers to whom the owners have entrusted the management of their properties may be ever so able and experienced, and the members of the Commissions, both Federal and State, dealing with the railroads, ever so anxious to co-operate in rehabilitating the transportation system of the country, yet it is evident that unless the public generally and the owners of railroad properties in particular take a constructive interest in the development and maintenance of an adequate transportation plant, the process of readjustment will be hampered on every hand.

The foregoing general statement applies to the railroad situation as a whole. In the following pages other phases of the problem peculiar to New England and to the Boston and Maine are dealt with in somewhat greater detail than is customary in a report of this character, to all of which we earnestly direct your attention.

Distribution of Stock The ownership of the Boston and Maine Railroad as of December 31, 1921 is represented by 814,728 shares of stock—395,051 shares of common stock held by 6,116 stockholders, 31,498 shares of preferred stock held by 697 stockholders, and 388,179 shares of first preferred stock held by 12,589 stockholders, the latter class being those who held stocks of former leased lines which were brought in by the reorganization accomplished on December 1, 1919, but effective as of January 1, 1919.

GEOGRAPHICAL LOCATION OF STOCKHOLDERS DECEMBER 31, 1921

	Women	Shares	Others	Shares	Total Stock-holders	Total Shares
Number in Massachusetts.....	5,496	108,221	7,761	563,816	13,257	672,037
" " Maine.....	319	3,986	417	16,221	736	20,207
" " New Hampshire.....	1,700	24,162	1,613	58,629	3,313	82,791
" " Vermont.....	82	864	95	2,274	177	3,138
" " New York.....	298	5,908	284	9,270	582	15,178
" elsewhere.....	729	9,586	608	11,791	1,337	21,377
	8,624	152,727	10,778	662,001	19,402	814,728

ANALYSIS OF HOLDERS

	Women	Men	Trusts and Corporations	Total Stock-holders
Number holding 5 shares or less	4,265	2,497	1,008	7,770
" " more than 5 shares and less than 100 shares..	4,098	3,207	3,067	10,372
" " 100 to 500.....	247	302	601	1,150
" " 501 to 1,000.....	8	18	46	72
" " more than 1,000.....	6	3	29	38
	8,624	6,027	4,751	19,402

Common Stock Common stock has paid no dividends since 1913. At the time of reorganization, an agreement was made with the Director General of Railroads by which funds were advanced to meet the floating debt of the Boston and Maine Railroad and in return for such advances the general mortgage bonds of the reorganized company were accepted by the Director General. As a consideration for this transaction, it was agreed that any earnings up to January 1, 1924 which might otherwise be available for dividends on common stock should be paid into a sinking fund, and used to purchase the bonds held by the Director General. It was provided that this sinking fund provision should become inoperative at any time the railroad might sell 6% first preferred stock at not less than par to the par value of \$12,000,000. Except under improved conditions, the practical effect of this agreement is to prevent the payment of any dividends on common stock, even if earned, until after January 1, 1924.

"Old Preferred" Dividends upon the "old preferred" stock, (being the stock issued in 1890 in exchange for the Stock preferred stock of the Eastern Railroad) were discontinued after 1913, but a dividend of 6.67% was paid on this stock in 1920. This amount represented a dividend at the rate of 4% per annum from January 1, 1919 to August 31, 1920. This "old preferred" stock is non-cumulative and bears a normal interest rate of 6% which, by agreement with the Director General, was limited to 4% until January 1, 1924, any earnings above that amount being applicable to the sinking fund with which to purchase bonds from the Director General.

First Preferred Stocks The first preferred stocks were issued in exchange for the stocks of certain leased lines which were consolidated with the Boston and Maine Railroad in the reorganization of 1919. The transfer involved no change in the permanent dividend rate, but it was provided by agreement with the Director General that until January 1, 1924 the rates should be reduced by 20%, the difference between the reduced and normal rate to be applied to the sinking fund above referred to. These leased line stockholders received their full dividends

during the period of receivership and Federal Control up to the effective date of the reorganization, January 1, 1919; and their successors, the first preferred stockholders, received dividends at the reduced rate for 1919 and the first half of 1920, the last dividend on these stocks being paid on July 1, 1920. Dividends on these first preferred stocks are cumulative, and before any payments can be made on the old preferred or common stocks, all back dividends on first preferred stocks must be paid. The exchange of guaranteed stocks for stocks on which the dividends were contingent upon earnings was a necessary step to the reorganization, and if the leased line stockholders had not assented to this reorganization, the results of the changed conditions would have borne with equal, if not greater, severity on the separate properties as on the same properties combined, for it is evident that the rentals could not have been paid and the ultimate outcome would still have been uncertain.

At the time of the reorganization, it was, of course, expected that earnings would warrant regular dividend payments on first preferred stocks. The earnings of the three pre-war years while inadequate to insure proper credit, were such that the government rental, based on the average of this three-year period, was sufficient to cover all interest and to pay dividends on all leased line stocks, including those converted into first preferred stocks through the reorganization. The government rental extended to February 29, 1920, and the Transportation Act guaranteed a proportionate amount up to August 31, 1920. It was through this guarantee that the dividends of July 1, 1920 were made possible.

Results Since September 1, 1920 After September 1, 1920 the Boston and Maine, together with all other railroads, was thrown on its own resources. Rate increases had been authorized, effective August 26, 1920, which, based on the traffic of 1919, were designed to yield the roads as a whole the return contemplated by the Transportation Act. It was recognized that these rates were not adequate to restore the credit of the Boston and Maine and that the effect of war conditions on expenses of the carrier whose business was essentially of a terminal character, should be partly offset by a readjustment of divisions of through rates. It was believed, however, that the Boston and Maine could exist upon such rates until the question of divisions could be adjusted. The full effect of the new rates, however, was not immediately enjoyed, and the condition of the property did not permit of a drastic curtailment in maintenance expenses. Before a fair test could be given to operations under the higher rates, the Boston and Maine was confronted with a marked falling off in traffic, which continued throughout 1921, and which has created a serious condition for practically all the railways of the United States—serious even to strong lines but disastrous to those whose operating conditions caused unusually high costs and who had no large surplus to tide them over the period of readjustment. In the face of liquidation by other industries, further general rate increases were impracticable. This was evidenced by the unfavorable result of the conference called by the Governors of the New England States and referred to in the last annual report, in which temporary relief was sought. In fact, there has been much pressure for a downward revision of rates and in certain lines of traffic it is possible that further increases in rates would have defeated their own purpose by restricting the radius of distribution and otherwise reducing the volume of traffic.

The result of actual operations of the Boston and Maine Railroad for the year 1921 (including certain items charged to the Federal Control and Guaranty periods) was a deficit after taxes, equipment and joint facility rents and fixed charges of \$7,348,086. The results on most other New England roads were also unfavorable. The cash situation resulting from this deficit was partially met by a reduction in the stock of material and supplies on hand, and by advances from the Government on account of final settlement for the Federal Control and Guaranty periods.

Operating Economies To meet this serious condition and minimize the deficit, every effort was directed toward operating economies. The average number of employees on the payrolls was reduced from a maximum of 34,138 in September 1920 to a minimum of 26,161 in May, 1921. Shops were closed for considerable periods although the number of bad order cars on hand was constantly increasing, due to the return of cars which had been away from the property during Federal Control, and had not been adequately maintained. Passenger train service has been substantially reduced, and many stations have been discontinued as agencies.

Labor Adjustments Labor is, of course, the biggest item of expense, but in this field the opportunities for economy have been limited. The labor provisions of the Transportation Act, designed to prevent interruption of transportation, have necessarily acted as a brake on the process of readjustment of wages and working conditions. Up to the present time it has not been possible to reach agreements with the representatives of employees which involve any substantial reduction in compensation, and it has therefore been necessary from time to time to bring important issues before the Labor Board. A reduction in basic wages was granted July 1, 1921 which, on

the Boston and Maine, averaged over 11%. Certain subsequent decisions have been rendered on rules and working conditions which should result in further savings, and these matters are being progressed to a conclusion as rapidly as possible, as the Labor Board has indicated that the adjustment of all important questions of rules and working conditions is a prerequisite to further consideration of basic wage rates.

Fuel and Other Material While the savings in the cost of fuel and other material have been substantial in certain items as compared with war period prices, the effect of these reductions has not been fully reflected in operating expenses for two causes, - the first due to contracts in force before the reduction in prices obtained and the second due to the accumulation of stocks on the basis of a normal volume of traffic.

As illustrating the trend of material prices reflected in operating expenses, the average cost of fuel on locomotives in 1920 was \$7.95 per net ton. A maximum of \$9.26 was reached in November 1920. The average for 1921 was \$7.88 but in December 1921 it had dropped to \$6.82. It is expected that this cost will be less in 1922. During 1921 more traffic units were moved per ton of coal consumed than in previous year, and with the higher passenger fares and freight rates fuel for locomotives required 13.2 cents of each dollar of revenue as compared with 15.8 cents in 1920.

Comparison of Operating Results of 1921 and 1920 The deficit of \$7,348,086, is comparable with a deficit in 1920, of \$17,132,481 (excluding Standard Return and Guaranty) a reduction in deficit of \$9,784,395. The increased freight rates and passenger fares which were in effect only about four months of 1920 applied throughout 1921. The rates of wages which were increased by the Labor Board about 21%, effective May 1, 1920, were somewhat reduced by the Labor Board July 1, 1921, as previously mentioned.

The freight business and passenger business, which had reached a high record in 1920, fell off in 1921 to an extent never before experienced in the history of the railroad as between one year and another. The *revenue ton miles* in 1921 amounted to 2,673,769,008 as compared with 3,705,528,286 in 1920, a decrease of 27.8%. Preliminary figures for class one railroads (having revenues in excess of \$1,000,000 per year) show a decrease of 25.2% for the country as a whole, and show a reduction of 26.4% for the eastern district.

It will be of interest to note that the figures for 1921 were not much more than in 1914 (2,635,138,719) in which year the traffic was less than the preceding year, 1913, the ton miles for that year amounting to 2,721,196,610 and that the *revenue tons* for 1921 amounted to 20,060,610 which is less than the tonnage for 1905, the figure for that year being 20,546,826. The difference between the reduction as measured by ton miles and by tons is explained by an increase in length of average haul.

The *passenger miles* (number of passengers multiplied by the average distance carried) in 1921 amounted to 876,112,984 as compared with 1,014,734,717 in 1920, a decrease of 13.7%. The 1921 figure is somewhat less than the corresponding item for 1912 (880,741,536). The *passengers* carried in 1921 aggregated 47,683,233 as compared with 54,933,009 in 1920, a decrease of 13.2%. The number of passengers carried in 1921 was about the same as in 1910 (47,365,852). The difference between the reduction as measured by passenger miles and by passengers is explained by an increase in average distance carried.

The Boston and Maine, in common with railroads generally, shows some reduction in the train load and the car load for 1921 as compared with 1920. The revenue tons per train mile for 1921 amounted to 448.00 as compared with 454.38 in 1920, a decrease of 1.4%. The carload was 21.11 tons for 1921 as compared with 23.44 for previous year, a decrease of 9.9%.

The following is a tabulation of the operating ratio, divided into the principal groups of expenses, for 1921 and 1920:

Percentage of Operating Revenues Required for Operating Expenses

	1921	1920
Maintenance of Way and Structures.....	16.6	17.4
Maintenance of Equipment.....	20.3	23.3
Traffic.....	0.9	0.8
Transportation.....	52.4	59.3
Miscellaneous.....	0.4	0.5
General.....	3.7	3.7
Total.....	94.3	105.0

In Transportation and Maintenance of Equipment expenses it was practicable to make larger reductions than in other groups of expenses not so much affected by the volume of traffic.

The expenses for Maintenance of Way and Structures show rather large increases in the items of Ties and Rails. The number of ties renewed in 1921 did not exceed the yearly average over a term of years, but the number installed in 1920 was considerably under the average number. The yearly tonnage of new rails laid in track has averaged about 20,000 for a long period. In 1921 the tonnage of new rails put into track was 24,384 but in 1920 the corresponding figure was only 9,632. It will be noted that in this group of expenses there was a *net decrease* of \$2,071,585.

In deductions from income the item of "Hire of Freight Cars—Debit Balance" shows a decrease of \$1,223,496 or 27.7% in 1921 as compared with 1920, although the "per diem" rate was \$1.00 in 1921, an increase of 14.9% over the average of per diem rates in effect during 1920.

Although handicapped by the big increase in bad order cars, largely due to the return of home cars after a long period of absence, and the necessity for heavy repairs on such cars, it was possible to reduce the total number of cars on the line to a daily average lower than any other year since 1908.

Comparison with Pre-war Operating Results While the comparisons in preceding paragraphs indicate the immediate trend of developments affecting operating results, yet to get a clear perspective of the effect of the war-time changes it is necessary to make a comparison with a pre-war year and 1916 has been selected for that purpose. Since 1916 the railroads have made their annual reports on a calendar year basis.

Revenue ton miles in 1921 amounted to 2,673,769,008, as compared with 3,191,615,905 in 1916, a decrease of 16%.

A similar comparison of freight train miles shows 5,968,259 for 1921 as against 8,641,441 for 1916, a decrease of 31%.

Loaded car miles decreased 30%.

These changes are reflected in the increase of 21% in revenue train load and 19% increase in revenue car load, the average tons of revenue freight per train mile in 1921 being 448.00 as compared with 369.34 in 1916, and the average number of revenue tons per loaded car mile in 1921 being 21.11 as compared with 17.67 in 1916.

The revenue passenger miles in 1921 numbered 876,112,984 as compared with 849,858,643 in 1916, an increase of 3%.

The revenue passenger train miles in 1921 were 9,903,950 as compared with 11,431,822 in 1916, a decrease of 13%.

From a financial point of view, the year 1916 stands out prominently in the company's history. The Net Income was \$4,876,929 after all charges, including a net payment of dividends and organization expenses forming a part of leased line rentals to the amount of \$2,573,758, which amount has not been included in fixed charges since the reorganization January 1, 1919, as the first preferred stocks of the Boston and Maine, exchanged for leased line stocks, pay dividends only when earned. Eliminating these rental dividends and organization expenses the *Net Income* in 1916 would have been \$7,450,687 as compared with a *Deficit* of \$7,348,086 in 1921. The figures for both years are before any appropriations from income for sinking funds and equipment trust installments.

With reference to the favorable return for 1916 it should be stated that there had been an improvement in traffic following a depression of two years and that this year preceded the war-time increases in wages, cost of fuel and other items of operating expense. The unfavorable showing for 1921 is due to various causes, among which may be cited Government control of wages starting with the Adamson law effective January 1, 1917, creating the eight-hour day for train service employees; the Railroad Administration's adoption of the standard eight-hour-day and standardized basic rates for many classes of employees effective January 1, 1918, with unusually high increases in pay for all employees on various dates followed by National Agreements for certain large classes of employees and, after Federal Control, further wage increases by the Labor Board effective May 1, 1920.

Coupled with the rising labor cost during the same period were heavy increases in the cost of material.

In spite of the large reduction in the volume of traffic handled in 1921 as compared with 1916, and regardless of the improvement in operating efficiency as noted above, the operating payroll for 1921 amounted to \$45,169,364 as compared with \$22,772,708 in 1916, an increase of 98%. The average number of employees in 1921 was 27,577 as compared with 28,860 in 1916, a decrease of 4.4%.

Although freight rates and passenger fares were increased during this period, these increases, with the large reduction in traffic, did not produce sufficient revenues to keep pace with the increase in operating costs.

The total revenues for 1921 were \$78,289,750 or 41% more than the revenues of 1916, amounting to \$55,383,545. But the operating expenses in 1921 were \$73,833,472 or 93% more than the expenses of 1916 amounting to \$38,251,716.

The changes in the relationship between revenues and such expenses as payroll and fuel are indicated by the following:

In 1921 the ratio of payroll to revenues was 58%. In 1916 it was 41%. In other words, in 1921 out of every dollar of revenue, 58 cents was paid in wages as compared with 41 cents in 1916. The average figure of 58 cents for 1921 includes the effect of six months' application of the Labor Board's decision, effective July 1, 1921, taking away part of the increases in wages granted in previous year.

The railroad's fuel expense in 1921 required 13.2 cents of every dollar of revenue as against 9.6 cents in 1916. The cost per net ton on locomotive tenders in 1921 of \$7.88 was over two and one-half times as great as the corresponding figure in 1916, namely, \$3.06.

Payments for loss and damage in 1921 amounted to \$1,192,658 (omitting a charge of \$247,000 to take care of estimated unsettled claims chargeable against the Government in connection with the Guaranty Period). The 1921 figure is 291% higher than the corresponding figure in 1916 (\$304,824). Probably the principal part of this increase was due to the greater increase in values of commodities the subject of freight claims, as compared with the increase in freight rates.

The operating ratio, that is, the percentage of revenues taken by the expenses, for 1921 and 1916, is shown below, divided between the general sub-divisions of operating expenses.

	1921	1916
Maintenance of Way and Structures	16.6	11.1
Maintenance of Equipment	20.3	12.8
Traffic	0.9	0.8
Transportation	52.4	41.7
Miscellaneous	0.4	0.4
General	3.7	2.3
Total	94.3	69.1

It will be seen that after paying operating expenses in 1921 there was but 5.7 cents from each dollar of revenue to apply to Taxes, Hire of Equipment, Interest and other charges, as against 30.9 cents in 1916. Operating expense groups, other than Transportation, are not affected by the volume of traffic to the extent that Transportation Expenses are affected, and when business falls off materially it is always questionable as to the extent maintenance work may be safely reduced. The apparently abnormal increase in General Expenses was due largely to additional clerical forces required in connection with settlements with the Government on account of the Federal Control and Guaranty periods; to the addition of a special force to comply with Federal Income Tax requirements, and to the transfer of certain work from freight stations to the general accounting offices.

Taxes for 1921 show an increase of \$577,335, or 27% over 1916.

Hire of Freight Cars added to the expenses of 1921 an amount of \$3,193,312 as compared with \$2,561,724 for 1916, an increase of 25%. In 1921 the per diem rate on freight cars was \$1.00 or 116% higher than the average rate in 1916 (45c. during 11½ months and 75c. during one-half month). As compared with a decrease of 16% in ton miles, the average number of cars on the line decreased 20%.

Divisions Case The attempt of the Boston and Maine and other New England roads to secure a larger share of the through freight rates through a readjustment of divisions, which was referred to in previous report, resulted in a decision by the Interstate Commerce Commission dated January 30, 1922, which recognized the justice of the claim of the New England roads and granted a general increase in divisions to take effect March 1, 1922, subject to the provision that studies should be continued toward a revision of individual divisions on a logical and systematic basis. Although the amount of the increase as estimated by the Commission is substantially less than was requested, the benefit to the Boston and Maine should be material. The general interest in the subject would seem to warrant a rather full statement of the situation.

Negotiations with the Trunk Lines were begun early in 1920, and, these having failed, a formal petition was filed with the Interstate Commerce Commission on August 27, 1920, the day following the effective date of the higher rates authorized in accordance with the provisions of the Transportation Act. Owing to the provisions of the Act as to grouping, and the fact that the needs of the New England roads had resulted in a higher increase for the other eastern railroads than they would have otherwise enjoyed, it seemed advisable to present the matter as a New England case. Hearings began in December, 1920 and extended for several months. During the period of hearing direct negotiations were held with the Trunk Lines, with the approval of the Commission but without results. The Commission issued a finding dated July 6, 1921 in which no relief was granted but which made provision for further study of the subject in great detail. Four Commissioners dissented from this report and held that the Commission was entirely justified in granting relief on divisions "as a whole", but the majority held that the matter must be treated in detail.

Counsel for the New England lines petitioned for a reargument. This petition was granted and a masterly reargument of the case was presented on November 29, 1921 by Charles F. Choate, Jr., Esq. It was on the basis of this reargument that the favorable decision of January 30, 1922 was rendered.

Immediately following the unfavorable report of the Commission in July, 1921 the Boston and Maine proceeded to prepare a detailed case based on this report. Further studies were begun, and Robert Rantoul, a recognized rate expert, was engaged to give his entire time to the subject. These studies will be extremely helpful in the further prosecution of the case, as it is essential that the additional revenue granted to the Boston and Maine by this decision should not be impaired but, if possible, should be somewhat further increased by the final revision of divisions in detail.

The subject of divisions has been agitated for several years, and particularly since the burdens of terminal carriers have been disproportionately increased by the higher operating costs growing out of the war. A definite decision by the Interstate Commerce Commission should do much to clarify the situation. So long as there has been uncertainty as to the amount of additional revenue which might be derived from through freight rates, the New England shipper has felt only a divided responsibility for assuring adequate revenues to the New England roads. In the last analysis the public which is served by the Boston and Maine must provide it with adequate revenues through freight and passenger rates if it is to have adequate transportation.

Valuation The work of physical valuation which has been in progress since February, 1914, under an Act of Congress dated March 1, 1913 is about completed. Tentative figures informally served by the Bureau of Valuation indicate the cost of reproduction new of the property, plus the market value of lands, of the Boston and Maine system, including leased and controlled lines covered by the valuation, as of June 30, 1914 (except one controlled line for which the valuation date is June 30, 1916) as \$282,431,214 as compared with the book value of the same dates of \$214,465,148. Whatever basis the Commission adopts in fixing the final valuation, it seems inevitable that the amount will be substantially in excess of the book value. Up to December 31, 1921 the cost to the Boston and Maine Railroad system of preparing this data and continuing records and reports as called for by the Valuation Bureau has amounted to \$1,000,194.83.

Federal Control During the year, advances account of the Federal Control claim have been made by the Director and Guaranty General to the amount of \$6,000,000. It is expected that the accounts will be in such shape that Period Claims terms for final adjustment may be discussed, and, it is hoped, settlement consummated during the present Spring. There has been no further payment on account of the Guaranty Period claim of the Boston and Maine Railroad since that of \$6,500,000 made in March, 1921, mentioned in the previous report. Now that the Commission has made a final ruling as to the basis on which payments will be made it is expected that this claim may also be disposed of at an early date.

Changes in Funded and Floating Debt There was no floating debt outstanding at the close of 1921. The sum of \$2,500,000, however, was borrowed on notes February 7, 1921, for the purpose of reducing liabilities for overdue traffic balances, coal and material and supplies, in anticipation of a payment by the Government on account of the Guaranty Period, for which the Interstate Commerce Commission had already issued \$7,500,000 certificates. These certificates were afterwards cancelled and new certificates issued for \$6,500,000 March 19, 1921. The notes were paid off March 21, 1921.

The funded debt on December 31, 1921, amounted to \$124,456,279, an increase of \$1,309,800 since December 31, 1920.

New Issues	Additional Series F bonds dated June 1, 1920 due June 1, 1930	\$6,500
	Series I, 7% bonds, dated Jan. 1, 1921, due Jan. 1, 1931	609,000
	Issued in exchange for Boston and Lowell 3½s due January 1, 1921 amounting to	\$319,000
	and Connecticut River 3½s due January 1, 1921 amounting to	290,000
	Series J, 6% bond, dated Oct. 1, 1921, due Oct. 1, 1931 (<i>see following paragraph "Loans from the Government"</i>)	3,049,000
	Equipment Gold Notes dated Jan. 15, 1920 (<i>see following paragraph "Equipment Trust"</i>)	1,483,500
		\$5,148,000
Paid Off	Boston and Lowell 3½s, due January 1, 1921	\$319,000
	Connecticut River 3½s due January 1, 1921	290,000
	Fitchburg 3½s due October 1, 1921	1,775,000
	Boston and Maine 3½s due November 1, 1921	1,000,000
	Equipment Trust Notes due January 15, 1921	454,200
		3,838,200
	Increase as above	\$1,309,800

Loans from the Government in 1921. On June 21, 1921, application was made to the Interstate Commerce Commission for a loan of \$3,049,000 under Section 210 of the Transportation Act, 1920, and Amendment, for the purpose of paying the following maturities:

Fitchburg Railroad Company 3½s due October 1, 1921	\$1,775,000
Boston and Maine Railroad 3½s due November 1, 1921	1,000,000
Manchester and Lawrence Railroad 4s due January 1, 1922	274,000
	\$3,049,000

The application was allowed and the money received from the United States Government on October 1, 1921, for which there was issued and delivered to the Government Temporary Registered 6% Series J Mortgage Bond, dated October 1, 1921, due October 1, 1931, for \$3,049,000.

Equipment Trust Additional equipment gold notes in the amount of \$1,483,500 (covered by fifteen notes of \$98,900 each, one of which matures January 15th of each year from 1921 to 1935 inclusive) were issued on June 15, 1921, bearing date of January 15, 1920, in accordance with the terms of Equipment Trust Agreement No. 9, dated January 15, 1920, to pay for twenty locomotives allocated to the Boston and Maine Railroad by the United States Railroad Administration and received under the trust agreement, including overhead charges, and some controverted items.

The status of the Equipment Trust as of December 31, 1921, was as follows:

Original issue of notes—15 notes at \$355,300 each, dated Jan. 15, 1920, one note maturing Jan. 15th of each year 1921 to 1935 inclusive.....	\$5,329,500
Notes issued June 15, 1921—15 notes at \$98,900 each, dated Jan. 15, 1920, one maturing Jan. 15th of each year 1921 to 1935 inclusive.....	1,483,500
Total notes issued.....	\$6,813,000
Paid Jan. 15, 1921 maturities	
Note No. 1	\$355,300
Note No. 16	98,900 454,200
Outstanding December 31, 1921.....	\$6,358,800

(Note No. 2 for \$355,300, and Note No. 17 for \$98,900, a total of \$454,200 were paid at maturity Jan. 15, 1922, leaving outstanding at this date (March 14, 1922) \$5,904,600.)

Merger of Subsidiary Corporations In the interests of economy, the possibility of merging into the Boston and Maine Railroad the corporation known as Proprietors of Portsmouth Bridge, and Nashua and Acton Railroad, Vermont Valley Railroad, The Sullivan County Railroad, Barre and Chelsea Railroad Company, Montpelier and Wells River Railroad, York Harbor and Beach Railroad Company and The St. Johnsbury and Lake Champlain Railroad Company has been under consideration for more than a year. A general act has been passed in Vermont and special acts in Maine, New Hampshire and New York, which make it possible to bring about such mergers. A similar special act has been introduced into the legislature of Massachusetts and is now being considered. It will be necessary to obtain the approval of the Interstate Commerce Commission and of the Public Service tribunal in each state. An article has been put in the call for the annual meeting under which the stockholders can act with reference to any and all of these subsidiaries in case they deem it desirable to do so.

Abandonment of Lines Proposed and Accomplished Last summer before the date on which the Profile and Waumbek Branches are usually opened for service, application was made to the New Hampshire Public Service Commission under special authority from the legislature of New Hampshire for leave to discontinue these branches. Leave was granted by the New Hampshire Commission and later by the Interstate Commerce Commission. Both branches have been abandoned. The automobile competition had reduced railroad travel in each case to a negligible quantity and a very considerable annual saving resulted from discontinuance of operation.

The Steamer "Mt. Washington" on Lake Winnipesaukee has recently been sold to Capt. Leander Lavallee, subject to approval by the stockholders of this Company and by the Public Service Commission of New Hampshire. The operation of this steamboat is somewhat out of the line of railroad business and it is believed can be more satisfactorily conducted under private direction.

The toll bridge travel across the Portsmouth Bridge is likely to disappear when the new free interstate bridge is completed and it is the expectation that the railroad will then be permitted to close the railroad bridge to traffic other than that carried by railroad trains.

There are several branch lines on which the business has been affected by automobile traffic to an extent which raises a question as to the necessity of continuing operation, but each case requires and is receiving careful consideration. Before any line can be abandoned, permission must be obtained from Federal and State authorities.

Sale of Real Estate The policy of selling property not needed for railroad purposes has been continued during the year 1921 and land has been sold for an aggregate amount exceeding \$200,000. As was said in the last report the money realized from these sales is available for improvements upon the railroad.

Motor Truck Situation A comprehensive study of the motor truck situation has been under way for some time to determine to what extent the Company can act in co-ordinating truck and rail transportation so that each may properly and profitably operate for the maximum convenience and economy of the shipping public. Effort is being made to enlighten public interest in the economic change brought about by the building up of this new transportation agency, and it is hoped that the time is not far distant when the trucks will be required to pay their fair share of the cost of highway construction and maintenance, and when truck lines will be subject to the supervision

of the Interstate Commerce Commission and the State regulatory bodies. The railroads have a right to expect that common carrier trucks shall be regulated as the railroads are regulated in the matter of their income and operations, both in a spirit of fair play and in justice to the public, who, in the final analysis, must pay the cost of wasteful duplication of transportation facilities.

Off-line Traffic Agencies Pursuant to the policy of inaugurating a more intensive program of soliciting freight and passenger traffic, a General Agency in Detroit, Michigan, was opened on December 1, 1921, where information may be obtained as to rates, routes, service and other matters. The competitive traffic secured by the Chicago Agency during the past year continues to justify installation of this service, and it is confidently believed that the Detroit office will prove an equally profitable investment to the Company. Industries and commercial organizations, both in New England and in the territory served by these offices, have heartily endorsed the arrangement.

Advertising in Stations and Passenger Cars After careful study as to the possibility of securing revenue from the sale of advertising space in the Company's coaches and at stations, satisfactory conclusions have been reached and the arrangement will become operative early in 1922.

Pullman Contract The Boston and Maine's contract with the Pullman Company having expired, it was necessary to agree upon some working arrangement. As conditions were not normal, it was decided to make a temporary agreement with the Pullman Company, effective September 1, 1920, for a term of one year and thereafter until cancelled by either party on ninety days' notice. In a general way it continues the arrangement provided in the expired contract, but in addition includes Pullman cars operated on the old Fitchburg Railroad, formerly covered by a separate agreement expiring July 1, 1922.

Express Contract In the report for last year, attention was called to the new contract which railroads generally had entered into with the American Railway Express Company. The present contract runs until August 31, 1925, but, if desired, the railroads may terminate same on February 28, 1923, if six months' notice is given, and the subject is now having attention. While the railroads' compensation for handling express during 1921 has been disappointing, there has been a substantial improvement, and under the terms of the present contract the railroads are profiting directly from wage reductions and other economies effected by the Express Company, and will benefit promptly from any improvement in the volume of express traffic.

Additions and Betterments Because of the financial situation, very few projects were started during 1921. However, on work which had already been started and for changes made in the interest of safety, as well as for a few other items which seemed necessary even under the unfavorable financial conditions, there was charged for additions and betterments during the year an amount of \$6,232,661.13 which after credits for land sold and equipment and property retired was reduced to \$4,420,141.51 as shown in table No. 9. The principal items were new bridges built at Willimansett, Mass., Beverly, Mass., Inwood, Vt., Scott, N. H., Penacook, N. H., and Enfield, N. H.; at Rotterdam, N. Y., the freight classification and receiving yard was enlarged, the material being on hand and the grading practically completed prior to the slump in traffic; a new passenger station was built at Woodsville, N. H., to replace the station destroyed by fire; and a new engine terminal including enginehouse, coaling plant, cinder pits, power house, office and locker building was put into service at Concord, N. H.

The funds for many of the additions and betterments made to the property in 1921 were derived from a loan from the Government of \$5,443,979 authorized by the Interstate Commerce Commission late in 1920 and referred to in the last annual report.

Purchase of New Equipment At the same time, the Commission also granted a loan of \$1,212,500 to assist in the purchase of new locomotives. As a result of the sharp falling off in traffic and the downward trend of equipment prices, it seemed advisable to defer the purchase of this equipment, and the Commission has recently approved a supplemental application to reduce the number of locomotives to be purchased and to apply the balance, together with the very substantial amount saved through price reductions, to the purchase of steel passenger cars. A portion of the cost of the new equipment will be obtained through the sale of equipment trust certificates and the details in connection with the purchase of the equipment and the formation of an equipment trust are now being worked out.

The management believes it is advisable to take advantage of this opportunity to equip as many through trains as possible with steel cars. This action is in line with the recommendations of the Interstate Commerce Commission which in its last two annual reports has urged that the substitution of steel for wooden equipment should be expedited.

Consolidations The Transportation Act has directed attention toward the subject of consolidations by instructing the Interstate Commerce Commission to prepare a plan for the consolidation of the railways of the United States into a limited number of systems, and by authorizing the Commission to approve consolidations arranged in accordance with such plan — such approval to nullify the provisions of the anti-trust laws.

The rate-making provision of the Transportation Act which instructs the Commission to establish rates which shall yield the railways in the aggregate a fair return on the value of their property contemplates the designation by the Commission of rate groups and permits the Commission to establish different rates for different sections of the country. In this provision, Congress recognized that it might not be possible to establish one level of rates which would yield uniformly equitable returns and in administering the Act the Commission subdivided the United States into four rate groups. Similarly it was recognized that within any group which the Commission might prescribe, the rate of return under uniform rates would vary widely between individual carriers, and one of the conditions of the provision in respect to consolidations is that "the several systems shall be so arranged that the cost of transportation as between competitive systems and as related to the values of the properties through which the service is rendered shall be the same, so far as practicable, so that these systems can employ uniform rates in the movement of competitive traffic and under efficient management earn substantially the same rate of return upon the value of their respective railway properties."

It will be noted that this provision is qualified by the words "so far as practicable" and that the two other conditions (first, that "competition shall be preserved as fully as possible" and second "that wherever practicable the existing routes and channels of trade and commerce shall be maintained") are also qualified. It is evident that these three conditions might not always be consistent, and in considering any plan of consolidation the latitude which the Act allows the Commission must be borne in mind.

The Commission has already published a tentative plan of consolidation which provides three alternative methods of treatment for the Boston and Maine:

- (1) Included in the New York Central System together with the Maine Central and Bangor & Aroostook;
- (2) Included in a New England System which is to comprise all New England roads, except the Boston and Albany, Rutland, Central Vermont and Grand Trunk;
- (3) Included in a New England-Great Lakes System which is the same as (2) reinforced by the Delaware and Hudson, Lackawanna, Buffalo, Rochester and Pittsburgh and certain smaller roads in trunk line territory.

Before adopting a final plan, the Commission proposes to hold hearings at which the advantages and the disadvantages of the several plans will be discussed. It is, of course, evident that no plan which fails to provide for the fundamental financial considerations will accomplish the ends sought by the Act.

The subject is not new. The consolidation of railroads in the United States dates from the early days of railroad construction, and there is probably no railroad of any size today which is not made up of a greater or less number of small properties which originally had separate corporate organizations. The present Boston and Maine System is itself an example, being made up of what were formerly over 120 separate corporate units. The provisions of the Transportation Act, however, while not compulsory, will no doubt serve to accelerate the process of consolidation, especially if a practicable plan is developed by the Interstate Commerce Commission.

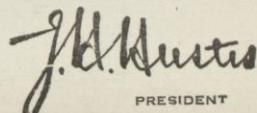
In the meantime, your management is giving the subject most careful consideration, and will be prepared to act for the protection of the best interests of the stockholders, without whose approval no plan could become effective.

Died

CHARLES PALEN HALL, February 17, 1922,
A Director since October 28, 1914.

Recognition Despite the disturbing effect on the forces of the processes of wage adjustment referred to in the opening statement of this report, there were many—very many—who recognized that loyalty to the property and interest in their work were essential if successful operation were to obtain. To all such the Board extends its thanks and expresses the hope that this interest and co-operation will be enlarged and strengthened.

By authority of the Board of Directors,



PRESIDENT

No. 1
CONDENSED GENERAL BALANCE SHEET
ASSETS

December 31, 1920.		December 31, 1921.
\$155,647,233 12	ROAD AND EQUIPMENT.	\$155,948,937 34
41,822,034 03	*Investment in Equipment.....	45,512,436 35
\$197,469,267 15	.....Total.....	<u>\$201,461,373 69</u>
7,823,325 17	IMPROVEMENTS ON LEASED RAILWAY PROPERTY.	8,238,897 87
	.....To be settled at termination of leases.....	
	SINKING FUNDS.	
	†Boston and Maine R.R. Bonds—Par Value	\$3,337,500 00
	“ “ “ Stocks “ “	29,000 00
	Cost of Other Securities and Cash.....	458,162 81
3,137,595 02	.....Total (see tables Nos. 18 and 19).....	3,824,662 81
249,043 86	.....DEPOSIT IN LIEU OF MORTGAGED PROPERTY SOLD.....	60,953 03
334,840 23	MISCELLANEOUS PHYSICAL PROPERTY.	
	Real Estate, etc.....	135,759 25
	INVESTMENTS IN AFFILIATED COMPANIES.	
	(per table No. 12)	
\$2,468,799 87	Stocks.....	\$2,468,799 87
1,286,038 28	Bonds.....	1,286,038 28
3,264,471 62	Notes.....	3,264,471 62
487,404 96	Advances.....	565,428 01
7,506,714 73	.....Total.....	7,584,737 78
	OTHER INVESTMENTS.	
	(per table No. 12)	
\$188,023 00	Stocks.....	\$188,023 00
173,000 00	Bonds.....	173,000 00
5,000 00	Notes.....	20,000 00
128,474 41	Advances.....	128,986 07
	.....Total.....	510,009 07
	.....Total Investments.....	<u>\$221,816,393 50</u>
	CURRENT ASSETS.	
\$3,095,486 19	Cash.....	\$3,865,195 57
784,342 08	Cash in Transit—Agents' Remittances.....	629,141 58
8,000 00	Time Drafts and Deposits.....	—
5,206,616 42	Special Deposits.....	3,229,315 39
4,232 41	Loans and Bills Receivable.....	10,699 28
1,106,451 24	Traffic and Car Service Balances Receivable.....	996,367 22
1,564,622 58	Net Balance Receivable from Agents and Conductors.....	904,236 93
5,352,692 17	Miscellaneous Accounts Receivable.....	4,008,086 53
12,710,897 67	Material and Supplies.....	9,925,410 41
70,922 57	Interest and Dividends Receivable.....	70,351 67
\$29,904,263 33	.....Total Current Assets.....	\$23,638,804 58
	DEFERRED ASSETS.	
\$6,150 57	Working Fund Advances.....	\$5,681 70
12,723 75	Insurance and Other Funds.....	12,723 75
24,882,080 94	Accounts with U. S. Railroad Administration.....	25,048,529 13
72,287 57	Other Deferred Assets.....	—
\$24,973,242 83	.....Total Deferred Assets.....	\$25,066,934 58
	UNADJUSTED DEBITS.	
\$93,001 16	Insurance Premiums Paid in Advance.....	\$71,719 89
248,591 90	Discount on Funded Debt.....	217,517 90
2,587,468 33	Other Unadjusted Debits.....	2,492,778 83
7,500,000 00	U. S. Government-Guaranty-Section 209 Transportation Act.....	1,000,000 00
—	Securities Issued or Assumed—Unpledged.....	5,600 00
\$10,429,061 39	.....Total Unadjusted Debits.....	\$3,787,616 62
\$282,321,851 12	.....Grand Total.....	<u>\$274,309,749 28</u>

* Does not include Equipment acquired from Leased Roads at inception of Leases appraised at \$1,416,971.48.

† The Bonds and Stocks of the Boston and Maine Railroad purchased by the Trustee of Sinking Fund at a cost of \$1,455,197.91 and by the Trustee for Purchase of Mortgage Bonds at a cost of \$1,686,680.04 are reported above at par (\$3,366,500), in compliance with the rule of the Interstate Commerce Commission.

No. 1
CONDENSED GENERAL BALANCE SHEET
LIABILITIES

December 31, 1920.		December 31, 1921.
	CAPITAL STOCK.	
\$39,505,100 00	Common Stock—395,051 Shares.....	\$39,505,100 00
290 70	Common Stock—Scrip.....	290 70
\$39,505,390 70	..... <i>Total Common Stock</i>	\$39,505,390 70
3,149,800 00	Preferred Stock—31,498 Shares.....	3,149,800 00
38,817,900 00	First Preferred Stock—388,179 Shares.....	38,817,900 00
\$81,473,090 70	..... <i>Total Capital Stock (per table No. 10)</i>	\$81,473,090 70
4,200,301 14	Premiums on Common Stock	4,200,301 14
\$85,673,391 84	..... <i>Total Capital Stock and Premiums</i>	\$85,673,391 84
	LONG TERM DEBT.	
	Funded Debt Unmatured (<i>per table No. 10</i>)	
\$120,478,479 00	Held by the Public..... \$121,118,779 00	
2,668,000 00	Held in Sinking Fund..... 3,337,500 00	
\$123,146,479 00	..... <i>Total Long Term Debt</i> \$124,456,279 00	
628,605 74	Non-negotiable Debt to Affiliated Companies 638,016 98	
	..... <i>Total</i>	\$125,094,295 98
	CURRENT LIABILITIES.	
\$11,983,690 74	Traffic and Car Service Balances Payable.....	\$7,346,775 54
9,539,030 44	Audited Accounts and Wages Payable.....	5,183,382 26
1,510,803 52	Miscellaneous Accounts Payable.....	640,073 44
1,351,959 17	Interest Matured Unpaid.....	1,347,033 95
15,829 48	Dividends Matured Unpaid.....	24,644 70
173,650 21	Funded Debt Matured Unpaid.....	46,650 21
813,912 00	Unmatured Interest Accrued.....	914,767 21
118,627 50	Unmatured Rents Accrued.....	118,627 50
184,028 51	Other Current Liabilities.....	108,782 06
\$25,591,531 57	..... <i>Total Current Liabilities</i>	\$15,730,736 87
	DEFERRED LIABILITIES.	
\$209,988 70	Due to Leased Roads at Expiration of Leases.....	\$209,988 70
22,241,809 53	Accounts with U. S. Railroad Administration.....	22,075,712 72
\$22,451,798 23	..... <i>Total Deferred Liabilities</i>	\$22,285,701 42
	UNADJUSTED CREDITS.	
Dr. \$109,590 10	Tax Liability.....	Dr. \$287,739 16
281,196 92	Premium on Funded Debt.....	239,288 12
—	Operating Reserves	362,480 96
10,056,198 36	Accrued Depreciation—Equipment.....	10,765,106 02
2,094,396 00	Other Unadjusted Credits.....	*
\$12,322,201 18	..... <i>Total Unadjusted Credits</i>	8,697,904 59
		\$19,777,040 53
	CORPORATE SURPLUS.	
\$1,129,995 14	Additions to Property through Income since June 30, 1907.....	\$1,678,974 31
3,206,583 67	Sinking Fund Reserves.....	3,913,614 04
\$4,336,578 81	..... <i>Total Appropriated Surplus</i>	\$5,592,588 35
8,171,264 75	Profit and Loss—Balance (<i>per table No. 3</i>).....	155,994 29
\$12,507,843 56	..... <i>Total Corporate Surplus</i>	\$5,748,582 64
\$282,321,851 12	..... <i>Grand Total</i>	\$274,309,749 28
	Contingent Liabilities \$5,300,000.00—(<i>per table No. 2</i>)	

*Includes accounts with United States Railroad Administration amounting to \$7,979,272.16.

No. 2

BONDS GUARANTEED.

The St. Johnsbury and Lake Champlain R.R. Co., First Mortgage 5% Bonds, due March 1, 1944	\$1,328,000 00
Concord & Claremont, N. H. R.R., First Mortgage 5% Bonds, due January 1, 1944	500,000 00
The Peterborough and Hillsborough R.R., First Mortgage 4½% Bonds, due July 1, 1926, owned by Boston and Maine Railroad	100,000 00
Portland Union Ry. Station Co. Sinking Fund 4% Bonds, due July 1, 1927-9, guaranteed jointly with the Maine Central R.R. Co	300,000 00
Vermont and Massachusetts R.R. Co. 3½% Bonds, due May 1, 1923. (See note A, Table No. 10)	772,000 00
	\$3,000,000 00

NOTES GUARANTEED.

Vermont Valley R.R. 6% Notes, due August 31, 1916, owned by Boston and Maine R.R. 2,300,000 00
 Total \$5,300,000 00

No. 3

PROFIT AND LOSS ACCOUNT

To Deficit in Income Account for the year (<i>per table No. 4</i>)	\$7,367,236 27	By Balance December 31, 1920	\$8,171,264 75
To Amount paid into Sinking Fund for Mortgage Bonds.....	390,260 50	By Net profit on road and equipment sold.....	270,084 43
To Property retired during the year not replaced.....	63,655 78	By Unrefundable overcharges	11,658 77
To Depreciation accrued prior to July 1, 1907, on equipment retired during the year.....	104,023 92	By Adjustment of old accounts.....	4,053 95
To Old and uncollectible accounts charged off.....	375,891 14		
Balance December 31, 1921	155,994 29		
	<u>\$8,457,061 90</u>		<u>\$8,457,061 90</u>
		Balance to next year's Account.....	\$155,994 29

No. 4

CORPORATE INCOME ACCOUNT

YEAR ENDED DECEMBER 31, 1921

Railway Operating Revenues.....	\$78,477,418 04
Railway Operating Expenses.....	73,158,884 78
<i>Net Railway Operating Revenue</i>	\$5,318,533 26
Railway Tax Accruals.....	2,728,224 26
Uncollectible Railway Revenues.....	7,281 39
<i>Railway Operating Income</i>	\$2,583,027 61

NON-OPERATING INCOME:

Rents from Equipment (excluding freight cars).....	\$490,152 75
Joint Facility Rent Income.....	109,986 58
Income from Lease of Road.....	18,000 00
Adjustment of U. S. Government—Standard Return	<i>Dr.</i> 171,573 35
Miscellaneous Rent Income.....	581,425 21
Miscellaneous Non-operating Physical Property.....	2,457 81
Dividend Income.....	45,859 95
Income from Funded Securities.....	6,880 50
Income from Unfunded Securities and Accounts.....	354,423 20
Income from Sinking Funds.....	15,820 63
Release of Premiums on Funded Debt	41,908 80
Miscellaneous Income.....	72,990 23
<i>Total Non-operating Income</i>	\$1,568,332 31
<i>Gross Income</i>	\$4,151,359 92

DEDUCTIONS FROM GROSS INCOME:

Hire of Freight Cars—Debit Balance.....	\$3,178,427 36
Rent for other Equipment.....	372,406 94
Joint Facility Rents.....	220,699 43
Rent for Leased Roads (<i>per Table No. 8</i>)	923,180 62
Miscellaneous Rents.....	4,564 60
Interest on Funded Debt.....	*5,966,305 08
Interest on Unfunded Debt.....	67,123 36
Amortization of Discount on Funded Debt	31,074 00
<i>Total Deductions from Gross Income</i>	\$10,763,781 39
<i>Net Income (Loss)</i>	\$6,612,421 47

* Interest amounting to \$161,230 accrued on bonds held in Sinking Funds is included below in account "Income Applied to Sinking Funds."

DISPOSITION OF NET INCOME:

Income Applied to Sinking Funds.....	\$205,835 63
Equipment Trust Installments	548,979 17
<i>Total Appropriations of Income</i>	\$754,814 80
<i>Net Deficit Transferred to Profit and Loss (<i>per Table No. 3</i>)</i>	\$7,367,236 27

No. 5.

CORPORATE AND FEDERAL COMBINED INCOME ACCOUNT.

YEAR ENDED DECEMBER 31, 1921, COMPARED WITH PREVIOUS YEAR.

Excluding Standard Return and Guaranty

	Year ended December 31, 1921.	Year ended December 31, 1920.	Increase.	Decrease.
TRANSPORTATION REVENUE—RAIL LINE:				
Freight.....	\$47,660,728 26	\$53,306,737 74		\$5,646,009 48
Passenger.....	23,622,145 60	24,680,435 17		1,058,289 57
Excess Baggage.....	60,220 08	59,784 46	\$435 62	
Mail.....	949,171 67	1,118,702 17		169,530 50
Express.....	1,571,473 70	2,624,961 92		1,053,488 22
Other Passenger Train.....	215,178 01	224,469 19		9,291 18
Milk.....	1,725,240 39	1,508,864 25	216,376 14	
Switching.....	662,672 91	805,728 46		143,055 55
Special Service Train.....	119,268 95	100,465 62	18,803 33	
<i>Total Transportation Revenue—Rail Line</i>	\$76,586,099 57	\$84,430,148 98		\$7,844,049 41
TRANSPORTATION REVENUE—WATER LINE:				
Freight.....	\$236 93	\$153 57	\$83 36	
Passenger.....	18,247 83	20,480 86		\$2,233 03
Excess Baggage.....	2 60	3 06		46
Express.....	360 00	360 00		
Other.....	36 62	—	36 62	
<i>Total Transportation Revenue—Water Line</i>	\$18,883 98	\$20,997 49		\$2,113 51
INCIDENTAL REVENUE:				
Dining and Buffet.....	\$124,849 56	\$121,409 43	\$3,440 13	
Restaurants.....	15,569 80	92,280 02		\$76,710 22
Station and Train Privileges.....	193,129 44	128,828 64	64,300 80	
Parcel Room.....	53,200 75	62,526 40		9,325 65
Storage—Freight.....	303,948 14	299,003 93	4,944 21	
Storage—Baggage.....	24,426 29	28,019 68		3,593 39
Demurrage.....	310,950 20	775,736 84		464,786 64
Telegraph and Telephone.....	39,210 67	43,405 83		4,195 16
Grain Elevators.....	51,659 78	45,402 45	6,257 33	
Rents of Buildings and Other Property.....	207,450 12	178,630 88	28,819 24	
Coal Discharging Plants.....	87,059 02	99,063 25		12,004 23
Miscellaneous.....	273,313 10	327,291 63		53,978 53
<i>Total Incidental Revenue</i>	\$1,684,766 87	\$2,201,598 98		\$516,832 11
<i>Total Operating Revenue</i>	\$78,289,750 42	\$86,652,745 45		\$8,362,995 03
OPERATING EXPENSES:				
Maintenance of Way and Structures.....	\$13,021,678 88	\$15,093,264 26		\$2,071,585 38
Maintenance of Equipment.....	15,920,613 02	20,168,922 86		4,248,309 84
Traffic.....	710,784 25	704,051 17	\$6,733 08	
Transportation—Rail Line.....	40,955,920 73	51,348,805 66		10,392,884 93
Transportation—Water Line.....	12,542 48	15,863 75		3,321 27
Miscellaneous Operations.....	310,779 73	476,482 58		165,702 85
General.....	2,918,094 49	3,200,597 09		282,502 60
Transportation for Investment—Cr.....	16,941 17	18,554 71		1,613 54
<i>Total Operating Expenses</i>	\$73,833,472 41	\$90,989,432 66		\$17,155,960 25
<i>Operating Ratio</i>	(94.31%)	(105.00%)		(10.69%)
<i>Net Operating Revenue</i>	\$4,456,278 01	*\$4,336,687 21	\$8,792,965 22	
TAX ACCRUALS	\$2,668,423 67	\$3,001,087 42		**\$332,663 75
UNCOLLECTIBLE RAILWAY REVENUES	7,325 79	48,126 31		40,800 52
<i>Total</i>	\$2,675,749 46	\$3,049,213 73		\$373,464 27
<i>Operating Income (carried forward)</i>	\$1,780,528 55	*\$7,385,900 94	\$9,166,429 49	

*Loss.

**The decrease in Tax Accruals is due principally to the changing of the yearly basis of accruing city and town taxes.

**CORPORATE AND FEDERAL COMBINED INCOME
ACCOUNT—Concluded.**

Excluding Standard Return and Guaranty

	Year ended December 31, 1921.	Year ended December 31, 1920.	Increase.	Decrease.
<i>Operating Income (brought forward)</i>	<i>\$1,780,528 55</i>	<i>*\$7,385,900 94</i>	<i>\$9,166,429 49</i>	
NON-OPERATING INCOME:				
Rent from Locomotives	\$47,388 13	\$77,027 64		\$29,639 51
Rent from Passenger Train Cars	392,085 17	327,333 15	\$64,752 02	
Rent from Work Equipment	49,524 39	24,899 76	24,624 63	
Joint Facility Rent Income	118,749 58	89,370 13	29,379 45	
Income from Lease of Road	18,000 00	18,000 00		
Miscellaneous Rent Income	581,425 21	388,241 61	193,183 60	
Miscellaneous Non-operating Physical Property	2,457 81	2,106 85	350 96	
Dividend Income	45,859 95	46,969 80		1,109 85
Income from Funded Securities	6,876 49	24,552 85		17,676 36
Income from Unfunded Securities and Accounts	306,461 01	499,955 16		193,494 15
Income from Sinking Funds	15,820 63	15,903 15		82 52
Release of Premiums on Funded Debt	41,908 80	43,426 74		1,517 94
Miscellaneous Income	29,184 88	14,286 36	14,898 52	
<i>Total Non-Operating Income</i>	<i>\$1,655,742 05</i>	<i>\$1,572,073 20</i>	<i>\$83,668 85</i>	
<i>Gross Income</i>	<i>\$3,436,270 60</i>	<i>*\$5,813,827 74</i>	<i>\$9,250,098 34</i>	
DEDUCTIONS FROM GROSS INCOME:				
Hire of Freight Cars—Debit Balance	\$3,193,312 36	\$4,416,808 57		\$1,223,496 21
Rent for Locomotives	17,869 37	118,693 43		100,824 06
Rent for Passenger Cars	352,605 43	299,044 63	\$53,560 80	
Rent for Work Equipment	1,932 14	1,285 78	646 36	
Joint Facility Rents	224,325 22	215,117 01	9,208 21	
Rent for Leased Roads	923,180 62	927,845 00		4,664 38
Miscellaneous Rents	4,564 60	29,529 39		24,964 79
Interest on Funded Debt	5,966,305 08	5,271,927 39	694,377 69	
Interest on Unfunded Debt	69,188 07	22,865 70	46,322 37	
Amortization of Discount on Funded Debt	31,074 00	15,537 00	15,537 00	
<i>Total Deductions from Gross Income</i>	<i>\$10,784,356 89</i>	<i>\$11,318,653 90</i>		<i>\$534,297 01</i>
<i>Net Income—(Loss)</i>	<i>\$7,348,086 29</i>	<i>\$17,132,481 64</i>		<i>\$9,784,395 35</i>

*Loss.

ANNUAL REPORT OF THE

No. 6.

CORPORATE AND FEDERAL COMBINED
OPERATING EXPENSES

YEAR ENDED DECEMBER 31, 1921 COMPARED WITH PREVIOUS YEAR

	Year ended December 31, 1921.	Year ended December 31, 1920	Increase.	Decrease.
MAINTENANCE OF WAY AND STRUCTURES				
Superintendence.....	\$706,369 58	\$852,864 28		\$146,494 70
Roadway Maintenance.....	718,839 99	1,045,313 32		326,473 33
Tunnels and Subways.....	41,890 23	73,338 24		31,448 01
Bridges, Trestles and Culverts.....	892,008 24	1,078,042 37		186,034 13
Ties.....	2,445,352 69	1,328,690 73	\$1,116,661 96	
Rails.....	995,626 47	349,665 75	645,960 72	
Other Track Material.....	552,132 49	249,323 67	302,808 82	
Ballast.....	4,127 28	26,660 66		22,533 38
Track Laying and Surfacing.....	2,882,049 15	3,747,937 07		865,887 92
Right-of-Way Fences.....	100,179 79	99,023 07	1,156 72	
Snow and Sand Fences and Snowsheds.....	2,291 85	536 88	1,754 97	
Crossings and Signs.....	424,258 02	582,783 01		158,524 99
Station and Office Buildings.....	682,422 45	1,324,010 13		641,587 68
Roadway Buildings.....	47,753 32	76,225 89		28,472 57
Water Stations.....	88,476 72	133,485 31		45,008 59
Fuel Stations.....	60,955 04	124,406 91		63,451 87
Shops and Enginehouses.....	284,880 16	428,121 01		143,240 85
Grain Elevators.....	35,285 35	31,766 11	3,519 24	
Storage Warehouses.....	1,353 75	661 68	692 07	
Wharves and Docks.....	40,693 33	41,221 94		528 61
Coal and Ore Wharves.....	13,962 26	66,529 16		52,566 90
Gas Producing Plants.....	13,440 60	6,274 02	7,166 58	
Telegraph and Telephone Lines.....	68,889 35	58,252 96	10,636 39	
Signals and Interlockers.....	723,269 67	840,960 20		117,690 53
Power Plant Buildings.....	5,316 08	10,837 12		5,521 04
Power Substation Buildings.....	874 45	323 38	551 07	
Power Transmission Systems.....	11,527 62	9,206 91	2,320 71	
Power Distribution Systems.....	48,073 66	70,290 08		22,216 42
Power Line Poles and Fixtures.....	2,427 05	1,472 45	954 60	
Underground Conduits	—	838 56		838 56
Miscellaneous Structures.....	22,922 00	26,556 07		3,634 07
Paving.....	4,511 01	62	4,510 39	
Roadway Machines.....	53,150 17	38,396 28	14,753 89	
Small Tools and Supplies.....	146,736 88	166,656 24		19,919 36
Removing Snow, Ice and Sand.....	332,198 22	1,721,160 65		1,388,962 43
Assessments for Public Improvements.....	112 50	390 19		277 69
Injuries to Persons.....	105,165 81	60,849 85	44,315 96	
Insurance.....	150,986 30	108,449 34	42,536 96	
Stationery and Printing.....	13,055 58	15,002 87		1,947 29
Other Expenses.....	2,085 31	5,603 06		3,517 75
Maintaining Joint Tracks, Yards and Other Facilities—	Dr.	386,444 89	393,765 68	
Maintaining Joint Tracks, Yards and Other Facilities—	Cr.	90,416 43	102,629 46	
<i>Total Maintenance of Way and Structures</i>		\$13,021,678 88	\$15,093,264 26	\$2,071,585 38
MAINTENANCE OF EQUIPMENT.				
Superintendence.....	\$375,241 54	\$392,907 45		\$17,665 91
Shop Machinery.....	319,676 74	493,812 89		174,136 15
Power Plant Machinery.....	56,868 47	72,290 68		15,422 21
Power Substation Apparatus.....	35 45	Cr. 234 76	\$270 21	
Steam Locomotives—Repairs.....	6,722,167 18	8,906,394 82		2,184,227 64
Steam Locomotives—Depreciation.....	417,398 86	365,309 94		
Steam Locomotives—Retirements.....	Cr. 68,670 59	89,669 93		158,340 52
Other Locomotives—Repairs.....	141,862 27	153,221 08		11,358 81
Other Locomotives—Depreciation.....	11,243 04	11,243 04		
<i>Maintenance of Equipment (carried forward)</i>		\$7,975,822 96	\$10,484,615 07	\$2,508,792 11

OPERATING EXPENSES—Continued.

	Year ended December 31, 1921.	Year ended December 31, 1920.	Increase.	Decrease.
MAINTENANCE OF EQUIPMENT—Concluded				
Brought forward.....	\$7,975,822 96	\$10,484,615 07		\$2,508,792 11
Freight-Train Cars—Repairs.....	4,913,821 39	6,442,996 41		1,529,175 02
Freight-Train Cars—Depreciation.....	611,087 11	665,520 41		54,433 30
Freight-Train Cars—Retirements.....	Cr. 1,760 49	Cr. 17,074 65		15,314 16
Passenger-Train Cars—Repairs.....	1,712,828 60	1,925,776 46		212,947 86
Passenger-Train Cars—Depreciation.....	174,124 47	176,310 37		2,185 90
Passenger-Train Cars—Retirements.....	413 21	Cr. 46,706 50	\$47,119 71	
Motor Equipment of Cars—Repairs.....	53,389 79	39,445 09	13,944 70	
Floating Equipment—Repairs.....	2,438 07	800 66	1,637 41	
Floating Equipment—Depreciation.....	1,287 24	1,287 31		07
Work Equipment—Repairs.....	204,914 81	234,624 68		29,709 87
Work Equipment—Depreciation.....	18,006 14	16,628 73	1,377 41	
Work Equipment—Retirements.....	Cr. 2,872 10	1,711 83		4,583 93
Miscellaneous Equipment Repairs.....	610 71	518 36	92 35	
Injuries to Persons.....	91,011 54	84,509 60	6,501 94	
Insurance.....	106,293 78	79,066 49	27,227 29	
Stationery and Printing.....	17,944 43	23,481 16		5,536 73
Other Expenses.....	513 54	2,525 14		2,011 60
Maintaining Joint Equip't at Terminals—Dr.	46,176 81	57,190 43		11,013 62
Maintaining Joint Equip't at Terminals—Cr.	5,438 99	4,304 19	1,134 80	
<i>Total Maintenance of Equipment.....</i>	\$15,920,613 02	\$20,168,922 86		\$4,248,309 84
TRAFFIC.				
Superintendence.....	\$384,418 16	\$365,657 52	\$18,760 64	
Outside Agencies.....	103,162 91	93,305 81	9,857 10	
Advertising.....	93,972 27	107,768 17		\$13,795 90
Traffic Associations.....	20,593 96	9,722 24	10,871 72	
Industrial and Immigration Bureaus.....	5 25	—	5 25	
Insurance.....	7 02	9 53		2 51
Stationery and Printing.....	108,217 49	126,561 51		18,344 02
Other Expenses.....	407 19	1,026 39		619 20
<i>Total Traffic</i>	\$710,784 25	\$704,051 17	\$6,733 08	
TRANSPORTATION—RAIL LINE.				
Superintendence.....	\$951,146 30	\$1,110,841 21		\$159,694 91
Dispatching Trains.....	252,731 88	285,337 88		32,606 00
Station Employees.....	6,817,309 13	8,441,769 20		1,624,460 07
Weighing, Insp'n and Demurrage Bureaus.....	16,154 84	56,713 03		40,558 19
Coal and Ore Wharves.....	Cr. 29 40	29 40		58 80
Station Supplies and Expenses.....	527,420 64	550,987 09		23,566 45
Yardmasters and Yard Clerks.....	1,075,469 48	1,145,727 49		70,258 01
Yard Conductors and Brakemen.....	1,945,129 72	2,755,268 95		810,139 23
Yard Switch and Signal Tenders.....	494,794 07	530,880 35		36,086 28
Yard Enginemen.....	1,154,476 72	1,569,501 89		415,025 17
Fuel for Yard Locomotives.....	1,348,901 39	1,947,213 20		598,311 81
Water for Yard Locomotives.....	24,181 78	30,054 20		5,872 42
Lubricants for Yard Locomotives.....	28,865 26	23,954 92		
Other Supplies for Yard Locomotives.....	21,407 29	27,208 09		5,800 80
Enginehouse Expenses—Yard.....	463,997 03	597,066 94		133,069 91
Yard Supplies and Expenses.....	53,110 41	65,407 77		12,297 36
Operating Joint Yards and Terminals—Dr...	1,052,374 23	1,224,635 31		172,261 08
Operating Joint Yards and Terminals—Cr...	410,198 63	408,760 14		
Train Enginemen.....	3,312,476 31	4,630,703 98	1,438 49	
Train Motormen.....	95,241 17	111,314 22		16,073 05
Fuel for Train Locomotives.....	9,015,037 31	11,735,972 43		2,720,935 12
Train Power Produced.....	7,044 94	7,176 27		131 33
Train Power Purchased.....	153,295 32	174,648 88		21,353 56
<i>Transportation—Rail Line (carried forward).....</i>	\$28,400,337 19	\$36,613,652 56		\$8,213,315 37

OPERATING EXPENSES—Concluded.

	Year ended December 31, 1921.	Year ended December 31, 1920.	Increase.	Decrease.
TRANSPORTATION—RAIL LINE—Concluded.				
<i>Brought forward</i>	\$28,400,337 19	\$36,613,652 56		\$8,213,315 37
Water for Train Locomotives.....	227,516 09	255,808 29		28,292 20
Lubricants for Train Locomotives.....	128,875 25	107,523 57	\$21,351 68	27,769 13
Other Supplies for Train Locomotives.....	124,825 73	152,594 86		431,408 08
Enginehouse Expenses—Train.....	1,663,035 02	2,094,443 10		1,435,315 31
Trainmen.....	4,614,600 76	6,049,916 07		230,758 34
Train Supplies and Expenses.....	1,019,284 96	1,250,043 30		113,151 27
Signal and Interlocker Operation.....	1,023,791 50	1,136,942 77		68,626 48
Crossing Protection.....	1,326,800 22	1,395,426 70		17,131 89
Drawbridge Operation.....	81,942 86	99,074 75		14,033 84
Telegraph and Telephone Operation.....	26,048 26	40,082 10		77,625 55
Stationery and Printing.....	231,484 57	309,110 12		
Other Expenses.....	44,944 62	40,627 52	4,317 10	
Operating Joint Tracks and Facilities—Dr.....	31,165 12	31,562 56		397 44
Operating Joint Tracks and Facilities—Cr.....	141,971 70	140,437 68	1,534 02	
Insurance.....	104,901 40	99,783 65	5,117 75	
Clearing Wrecks.....	68,767 63	159,487 64		90,720 01
Damage to Property.....	77,287 31	126,314 02		49,026 71
Damage to Live Stock on Right-of-Way.....	3,930 89	4,160 73		229 84
Loss and Damage—Freight.....	1,439,658 07	1,130,889 68	308,768 39	
Loss and Damage—Baggage.....	7,888 40	10,460 91		2,572 51
Injuries to Persons.....	450,806 58	381,338 44	69,468 14	
<i>Total Transportation—Rail Line</i>	\$40,955,920 73	\$51,348,805 66		\$10,392,884 93
TRANSPORTATION—WATER LINE.				
Operation of Vessels.....	\$12,539 78	\$16,056 34		\$3,516 56
Incidental.....	2 70	Cr. 192 59	\$195 29	
<i>Total Transportation—Water Line</i>	\$12,542 48	\$15,863 75		\$3,321 27
MISCELLANEOUS OPERATIONS.				
Dining and Buffet Service.....	\$138,556 06	\$134,616 63	\$3,939 43	
Restaurants.....	22,425 46	117,080 40		94,654 94
Grain Elevators.....	68,912 35	87,972 61		19,060 26
Stockyards.....	92 81	4,733 06		4,640 25
Producing Power Sold.....	22,998 55	26,440 12		3,441 57
Other Miscellaneous Operations.....	57,794 50	105,639 76		47,845 26
<i>Total Miscellaneous Operations</i>	\$310,779 73	\$476,482 58		\$165,702 85
GENERAL.				
Salaries and Expenses of General Officers.....	\$175,382 59	\$176,303 53		\$920 94
Salaries and Expenses of Clerks and Attendants	1,887,338 57	2,243,997 99		356,659 42
General Office Supplies and Expenses.....	112,143 64	103,050 84	\$9,092 80	
Law Expenses.....	236,250 82	174,421 44	61,829 38	
Insurance.....	5,991 84	7,907 60		1,915 76
Pensions.....	138,654 30	112,930 96	25,723 34	
Stationery and Printing.....	98,517 49	157,432 04		58,914 55
Valuation Expenses.....	162,546 29	112,313 69	50,232 60	
Other Expenses.....	83,939 17	101,219 11		17,279 94
General Joint Facilities—Dr.....	18,082 28	12,033 96	6,048 32	
General Joint Facilities—Cr.....	752 50	1,014 07		261 57
<i>Total General</i>	\$2,918,094 49	\$3,200,597 09		\$282,502 60
Transportation for Investment—Cr.....	\$16,941 17	\$18,554 71		\$1,613 54
<i>Total Operating Expenses</i>	\$73,833,472 41	\$90,989,432 66		\$17,155,960 25
<i>Ratio to Operating Revenues</i>	(94.31%)	(105.00%)		(10.69%)

No. 7
ELECTRIC RAILWAYS

	Miles
Portsmouth Electric Railway—Portsmouth to Hampton, N. H.	15.48
Concord Electric Railways—Concord to Manchester and Penacook, N. H.	28.71
<i>Total Mileage operated (per table No. 11)</i>	<i>44.19</i>

Result of Operations—Included in Income Account.	Year ended December 31, 1921.	Year ended December 31, 1920.
REVENUES.		
Passenger	\$347,432 06	\$358,596 83
Freight	35 24	46 45
Mail	332 62	294 81
Special Service	—	89 67
Station and Car Privileges	1,451 02	1,165 64
Power Sold	14,667 27	40,270 81
Contoocook River Park	1,765 71	2,448 25
Joint Facility Rent Income	1,127 65	343 45
Rent from Work Equipment	3 00	—
Miscellaneous Rent Income	649 92	645 63
<i>Total Revenues</i>	<i>\$367,464 49</i>	<i>\$403,901 54</i>
OPERATING EXPENSES.		
Maintenance of Way and Structures.		
Superintendence	*	\$1,612 02
Maintenance of Way	27,210 07	34,196 87
Maintenance of Electric Lines	8,123 89	3,973 11
Maintenance of Buildings, Fixtures and Grounds	901 06	4,814 41
<i>Total</i>	<i>\$39,378 14</i>	<i>\$44,596 41</i>
Maintenance of Equipment.		
Superintendence	*	\$907 49
Maintenance of Cars	36,037 94	29,328 99
Maintenance of Electric Equipment of Cars	53,013 11	39,445 09
Depreciation of Equipment	5,623 35	5,296 63
Miscellaneous Equipment Expenses	610 71	517 36
<i>Total</i>	<i>\$99,640 65</i>	<i>\$75,495 56</i>
Power.		
Power Plant Buildings, Fixtures and Grounds	\$413 10	\$681 82
Maintenance of Power Equipment	6,631 34	9,148 04
Power Produced	11,826 79	15,575 83
Power Purchased	30,635 25	39,027 17
<i>Total</i>	<i>\$49,506 48</i>	<i>\$64,432 86</i>
Traffic.		
Advertising	\$557 76	\$77 21
Contoocook River Park	1,225 30	2,127 45
<i>Total</i>	<i>\$1,783 06</i>	<i>\$2,204 66</i>
Transportation.		
Superintendence and Dispatching	\$17,778 65	\$20,899 24
Motormen	44,430 81	55,282 58
Conductors	43,156 36	55,497 18
Car Supplies and Expenses	8,855 08	9,542 38
Miscellaneous	3,150 45	3,292 09
<i>Total</i>	<i>\$117,371 35</i>	<i>\$144,513 47</i>
General and Miscellaneous.		
Salaries and Expenses of Clerks and Attendants and Miscellaneous	\$242 25	Cr. \$218 09
Law Expenses	2,122 58	3,782 67
Injuries and Damages	2,958 26	18,819 82
Insurance	2,200 20	3,434 24
Stationery and Printing	260 86	404 09
<i>Total</i>	<i>\$7,784 15</i>	<i>\$26,222 73</i>
<i>Total Operating Expenses</i>	<i>\$315,463 83</i>	<i>\$357,465 69</i>
Net Operating Revenue.		
<i>Tax Accruals</i>	<i>\$52,000 66</i>	<i>\$46,435 85</i>
<i>Operating Income</i>	<i>26,765 73</i>	<i>23,314 61</i>
	<i>\$25,234 93</i>	<i>\$23,121 24</i>

* Increase due principally to change in accounting methods, effective January 1, 1921, dividing salaries of Superintendents between Maintenance of Way and Structures, Maintenance of Equipment and Transportation Expenses instead of charging the entire salaries to Transportation Expenses.

No. 8.
RENT FOR LEASED ROADS

NAME OF ROAD.	Lease Expires.	Rental Accrued.	Portion applying to Interest on Debt.	Portion applying to Dividends on Capital Stock.	Portion applying to Organization Expenses.
Connecticut & Passumpsic Rivers	Jan. 1, 1986	\$229,000 00	\$76,000 00	\$150,000 00	\$3,000 00
Vermont & Massachusetts.....	Jan. 1, 2873	221,600 00	27,020 00	191,580 00	3,000 00
Northern.....	Jan. 1, 1989	218,604 00	29,500 00	184,104 00	5,000 00
Nashua & Lowell.....	Oct. 1, 1979	73,000 00		72,000 00	1,000 00
Pemigewasset Valley.....	Feb. 1, 1982	32,790 00		32,490 00	300 00
Concord & Portsmouth.....	Jan. 1, 1961	25,000 00		24,500 00	500 00
Massawippi Valley.....	July 1, 2869	24,000 00		24,000 00	
Stony Brook.....	Jan. 1, 1989	21,500 00		21,000 00	500 00
Wilton.....	Oct. 1, 1982	20,400 00		20,400 00	
Peterborough.....	April 1, 1986	15,700 00		15,400 00	300 00
Troy & Bennington.....	In perpetuity	15,400 00		15,080 00	320 00
Suncook Valley.....	By agreement	2,637 75		2,562 75	75 00
New Boston.....	June 19, 1992	2,800 00		2,800 00	
Newport & Richford.....	Jan. 1, 1986	17,500 00	17,500 00		
(Sub-let to Montreal & Atlantic Ry. for \$18,000 per annum)					
Total.....		\$919,931 75	\$150,020 00	\$755,916 75	\$13,995 00
N. Y. N. H. & H. R. R. Co.—Lessee of Old Colony R. R. Co.		3,248 87			
Grand Total		\$923,180 62			

No. 9
ADDITIONS AND BETTERMENTS
YEAR ENDED DECEMBER 31, 1921

Engineering.....	\$117,904 04
Land for Transportation Purposes.....	61,028 90
Grading.....	292,795 92
Tunnels and Subways.....	2,813 71
Bridges, Trestles and Culverts.....	535,290 79
Ties.....	19,731 88
Rails.....	109,206 97
Other Track Material.....	235,262 92
Ballast.....	31,888 04
Track Laying and Surfacing.....	<i>Cr. 44,345 42</i>
Right-of-Way Fences.....	11,439 06
Snow and Sand Fences and Snowsheds.....	<i>Cr. 237 49</i>
Crossings and Signs.....	28,948 00
Station and Office Buildings.....	278,143 93
Roadway Buildings.....	6,465 51
Water Stations.....	34,721 41
Fuel Stations.....	36,858 00
Shops and Engine Houses.....	603,710 22
Grain Elevators.....	443 23
Storage Warehouses.....	40
Wharves and Docks.....	<i>Cr. 143,354 44</i>
Coal and Ore Wharves.....	255,031 99
Gas Producing Plants.....	119 63
Telegraph and Telephone Lines.....	1,715 14
Signals and Interlockers.....	29,273 15
Power Plant Buildings.....	20,036 31
Power Sub-Station Buildings.....	679 36
Power Transmission Systems.....	10,233 07
Power Distribution Systems.....	27,359 25
Power Line Poles and Fixtures.....	2,272 07
Miscellaneous Structures.....	<i>Cr. 25,096 37</i>
Paving.....	<i>Cr. 85 66</i>
Roadway Machines.....	2,734 30
Roadway Small Tools.....	1,785 88
Assessments for Public Improvements.....	661 21
Other Expenditures—Road.....	70 52
Shop Machinery.....	24,401 77
Power Plant Machinery.....	44,115 22
Power Sub-Station Apparatus.....	9,349 45
Equipment:	
Steam Locomotives.....	\$1,387,825 21
Other Locomotives.....	<i>Cr. 90</i>
Freight-Train Cars.....	1,953,672 34
Passenger-Train Cars.....	207,309 99
Motor Equipment of Cars.....	<i>Cr. 1,926 99</i>
Work Equipment.....	109,187 24
	3,656,066 89
General Expenditures:	
Law.....	\$1,229 56
Stationery and Printing.....	232 20
Interest during Construction.....	<i>Cr. 47,718 41</i>
Other Expenditures—General.....	<i>Cr. 518 98</i>
	<i>Cr. 46,775 63</i>
<i>Total</i>	\$6,232,661 13
<i>Credit:</i>	
Equipment Retired.....	\$1,463,724 66
Land Sold and Property Retired.....	348,794 96
	<i>1,812,519 62</i>
<i>Net Amount</i>	\$4,420,141 51
Distributed as follows:	
Charged to Capital Account.....	\$3,988,512 31
Charged to Leased Roads.....	431,629 20
	<i>\$4,420,141 51</i>

Note.—There was transferred to the Road and Equipment accounts during the year 1921 expenditures for Eagle Bridge, N. Y. Water Station made prior to June 30, 1914 amounting to \$3,594.23. This transfer is not included in the above statement.

No
BOSTON AND MAINE RAIL
 CAPITAL STOCK AND FUNDED DEBT

OWNED

NAME OF ROAD AND DESCRIPTION	CAPITAL STOCK	
	Amount Outstanding.	Dividends. Rate. Amount.
Boston and Maine Common.....	\$39,505,100 00	
" " " " Scrip	290 70	
" " " Preferred	3,149,800 00	
" " " First Preferred Class A	18,860,000 00	
" " " " " B	7,648,800 00	
" " " " " C	7,917,100 00	
" " " " " D	4,327,000 00	
" " " " " E	65,000 00	
" " " Manchester and Lawrence	General Mortgage	
" " " Series E.....	" "	
" " "	" "	
" " " Connecticut River.....	" "	
" " " Boston and Lowell	" "	
" " " Troy and Boston	First Mortgage	
" " "	General Mortgage	
" " " Fitchburg	" "	
" " " Boston and Lowell	" "	
" " "	" "	
" " " Boston and Lowell	" "	
" " " Fitchburg	" "	
" " "	" "	
" " " Boston and Lowell	" "	
" " " Fitchburg	" "	
" " "	" "	
" " " Series C.	" "	
" " " Series D.	" "	
" " " Series G.	" "	
" " "	" "	
" " " Boston and Lowell	" "	
" " " Worcester, Nashua and Rochester	First Mortgage	
" " " Series F.	General Mortgage	
" " " Temporary Bond Receipts Series F		
" " " Series H.	General Mortgage	
" " " Series I.	" "	
" " " Series J.	" "	
" " " Fitchburg	" "	
" " " Boston and Lowell	" "	
" " " Fitchburg	" "	
" " " Boston and Lowell	" "	
" " " Fitchburg	" "	
" " " Worcester, Nashua and Rochester	First Mortgage	
" " "	" "	
" " " Boston and Lowell	General Mortgage	
" " " Sinking Fund Improvement	" "	
" " " Fitchburg	" "	
" " " Ports. Gt. Falls and Conway	First Mortgage	
" " "	General Mortgage	
" " " Connecticut River	" "	
" " "	" "	
" " " \$1,000,000. Bonds matured Nov., 1, 1921		
" " " Fitchburg \$1,775,000. Bonds, Matured Oct. 1, 1921		
" " " Temporary Equipment Gold Notes		
Totals for Owned Road	\$81,473,090 70	

A The mortgage indenture dated Dec. 1, 1919, securing the Mortgage Bonds of Boston and Maine Railroad, also secures on equal terms all other bonds issued or assumed by the Boston and Maine Railroad and the bonds of the Vermont and Massachusetts Railroad Company, dated May 1, 1903, referred to in the Mortgage as "Pre-existing Bonds," except that bonds issued or assumed by the Boston and Maine Railroad described as First Mortgage and Mortgage Bonds are prior liens upon separate parts of the property as fully described in the Mortgage. Upon request of the holder and presentation of any pre-existing bond at the office of the Old Colony Trust Company, Boston, the Railroad will print or stamp upon it a statement that it is secured by the Mortgage indenture dated Dec. 1, 1919.

* Includes \$161,230 interest accrued on bonds held in Sinking Funds

0

ROAD AND LEASED ROADS

OUTSTANDING DECEMBER 31, 1921.

ROAD

FUNDED DEBT.

Bonds Outstanding.	Date of Issue.	Date of Maturity.	Interest.		
			Rate.	Accrued for Year.	When Payable.
(See Note A)					
\$274,000 00	Jan. 1, 1892	Jan. 1, 1922	4%	\$10,960 00	Jan. — July 1
5,000,000 00	June 1, 1920	June 1, 1922	6%	300,000 00	June — Dec. 1
2,000,000 00	Jan. 1, 1903	Jan. 1, 1923	3½%	70,000 00	Jan. — July 1
969,000 00	Jan. 1, 1903	Jan. 1, 1923	3½%	33,915 00	Jan. — July 1
250,000 00	May 1, 1903	May 1, 1923	3½%	8,750 00	May — Nov. 1
573,000 00	July 1, 1874	July 1, 1924	7%	40,110 00	Jan. — July 1
500,000 00	Feb. 2, 1905	Feb. 2, 1925	3½%	17,500 00	Feb. — Aug. 2
3,660,000 00	May 1, 1905	May 1, 1925	4%	146,400 00	May — Nov. 1
500,000 00	Sept. 1, 1905	Sept. 1, 1925	3½%	17,500 00	Mar. — Sept. 1
10,000,000 00	Sept. 1, 1906	Sept. 1, 1926	4%	400,000 00	Mar. — Sept. 1
500,000 00	Nov. 1, 1906	Nov. 1, 1926	4%	20,000 00	May — Nov. 1
D 2,750,000 00	Mar. 1, 1897	Mar. 1, 1927	4%	110,000 00	Mar. — Sept. 1
2,000,000 00	Apr. 1, 1907	Apr. 1, 1927	4%	80,000 00	Apr. — Oct. 1
325,000 00	July 1, 1907	July 1, 1927	4%	13,000 00	Jan. — July 1
1,450,000 00	Jan. 1, 1898	Jan. 1, 1928	4%	58,000 00	Jan. — July 1
2,400,000 00	May 1, 1908	May 1, 1928	4½%	108,000 00	May — Nov. 1
10,273,000 00	Jan. 1, 1920	Jan. 1, 1929	6%	616,380 00	Jan. — July 1
E 17,606,000 00	July 1, 1920	Jan. 1, 1929	6%	1,056,360 00	Jan. — July 1
1,212,500 00	Dec. 29, 1920	Jan. 1, 1929	6%	72,750 00	Jan. — July 1
11,700,000 00	Apr. 1, 1909	Apr. 1, 1929	4½%	526,500 00	Apr. — Oct. 1
350,000 00	Apr. 1, 1909	Apr. 1, 1929	4%	14,000 00	Apr. — Oct. 1
735,000 00	Jan. 1, 1890	Jan. 1, 1930	4%	29,400 00	Jan. — July 1
3,826,000 00	June 1, 1920	June 1, 1930	6%	229,560 00	June — Dec. 1
17,000 00	June 1, 1920	June 1, 1930	6%	1,020 00	June — Dec. 1
5,443,979 00	Dec. 29, 1920	Nov. 1, 1930	6%	326,638 74	May — Nov. 1
609,000 00	Jan. 1, 1921	Jan. 1, 1931	7%	H 41,721 17	Jan. — July 1
3,049,000 00	Oct. 1, 1921	Oct. 1, 1931	6%	(3 mos.) 45,735 00	Apr. — Oct. 1
1,200,000 00	Jan. 1, 1912	Jan. 1, 1932	4½%	54,000 00	Jan. — July 1
1,000,000 00	Apr. 1, 1892	Apr. 1, 1932	4%	40,000 00	Apr. — Oct. 1
400,000 00	Jan. 1, 1913	Jan. 1, 1933	4½%	18,000 00	Jan. — July 1
1,000,000 00	Feb. 1, 1913	Feb. 1, 1933	4½%	45,000 00	Feb. — Aug. 1
1,872,000 00	Jan. 1, 1914	Jan. 1, 1934	5%	93,600 00	Jan. — July 1
380,000 00	Oct. 1, 1894	Oct. 1, 1934	4%	15,200 00	Apr. — Oct. 1
150,000 00	Jan. 1, 1906	Jan. 1, 1935	4%	6,000 00	Jan. — July 1
1,250,000 00	Mar. 1, 1916	Mar. 1, 1936	5%	62,500 00	Mar. — Sept. 1
F 1,919,000 00	Feb. 1, 1887	Feb. 1, 1937	4%	76,760 00	Feb. — Aug. 1
5,000,000 00	Feb. 1, 1887	Feb. 1, 1937	4%	200,000 00	Feb. — Aug. 1
1,000,000 00	June 1, 1877	June 1, 1937	4½%	45,000 00	June — Dec. 1
G 2,500,000 00	Aug. 1, 1892	Aug. 1, 1942	4%	100,000 00	Feb. — Aug. 1
1,000,000 00	Sept. 1, 1893	Sept. 1, 1943	4%	40,000 00	Mar. — Sept. 1
6,000,000 00	Jan. 1, 1894	Jan. 1, 1944	4½%	270,000 00	Jan. — July 1
5,454,000 00	July 2, 1900	July 1, 1950	3%	163,620 00	Jan. — July 1
6,358,800 00	Jan. 15, 1920	Jan. 15, 1922-'35	6%	(10 mos.) 29,166 67 (9 mos.) 46,593 75	Jan. — July 15
\$124,456,279 00				**\$6,127,535 08	

B 262 Shares owned by Nashua and Lowell R.R.

C No dividends paid on 12 shares.

D \$1,000.00 owned by Nashua and Lowell R.R.

E Sinking Fund in hands of Trustee, ledger value \$1,688,514.12 (per Table 19)

F Sinking Fund in hands of Trustee, ledger value \$1,911,526.64 (per Table 18) \$7,000.00 owned by Nashua and Lowell R.R.

G \$1,000.00 owned by Nashua and Lowell R.R.

H Includes adjustment of interest amounting to \$908.83 on bonds sold subsequent to January 1, 1921.

BOSTON AND MAINE RAIL

CAPITAL STOCK AND FUNDED DEBT

LEASED

NAME OF ROAD AND DESCRIPTION	CAPITAL STOCK.		
	Amount Outstanding.	Dividends.	
		Rate.	Amount.
Nashua and Lowell	\$800,000 00	9%	\$72,000 00
Stony Brook	300,000 00	7%	21,000 00
Wilton	240,000 00	8½%	20,400 00
Peterborough	A 385,000 00	4%	15,400 00
Nashua & Acton	B 300,000 00		
New Boston	C 84,000 00	4%	2,800 00
Concord and Portsmouth	350,000 00	7%	24,500 00
Suncook Valley	D 341,700 00	¾%	D 2,562 75
Pemigewasset Valley	E 541,500 00	6%	32,490 00
Franklin & Tilton	F 265,600 00		
Northern	3,068,400 00	6%	184,104 00
Vermont and Massachusetts	3,193,000 00	6%	191,580 00
Troy & Bennington	150,800 00	10%	15,080 00
Peterborough and Hillsborough	H 45,000 00		
" " "			
Newport & Richford (Sublet to Montreal & Atlantic Ry.)	J 350,000 00		
Connecticut and Passumpsic Rivers—Preferred	K 2,500,000 00	6%	150,000 00
Massawippi Valley	L 800,000 00	6%	24,000 00
Concord & Claremont, N. H.	M 412,400 00		
<i>Totals for Leased Roads</i>	<i>\$14,127,400 00</i>		<i>\$755,916 75</i>
<i>Grand Total — Owned and Leased Roads</i>	<i>\$95,600,490 70</i>		<i>\$755,916 75</i>

A 331 shares owned by Boston and Maine Railroad.

B All owned by Boston and Maine Railroad.

C 240 shares owned by Boston and Maine Railroad, of which no dividends are paid on 140 shares.

D 630 3-5 shares owned by Boston and Maine Railroad. No dividends paid after April 1, 1921.

E 381 shares owned by Boston and Maine Railroad.

F 1,328 shares owned by Boston and Maine Railroad and 1,328 shares held by the Boston and Maine Railroad, assignee of lease of Northern Railroad, being the total amount outstanding.

G See Note A, (Table No. 10).

H All held by the Boston and Maine Railroad, assignee of lease of the Northern Railroad.

I All owned by Boston and Maine Railroad.

ROAD AND LEASED ROADS

OUTSTANDING DECEMBER 31, 1921—*Concluded.*

ROADS

FUNDED DEBT.

Bonds Outstanding.	Date of Issue.	Date of Maturity.	Interest.		
			Rate.	Accrued for Year	When Payable.
G	\$772,000 00	May 1, 1903	3½%	\$27,020 00	May — Nov. 1
I First Mortgage	100,000 00	July 1, 1897	4½%	4,500 00	Jan. — July 1
H Second Mortgage	65,000 00	Apr. 30, 1877	7%	No Interest	
F First Mortgage	350,000 00	Jan. 2, 1911	5%	17,500 00	Jan. — July 1
F First Mortgage	1,900,000 00	Apr. 1, 1893	4%	76,000 00	Apr. — Oct. 1
N First Mortgage	500,000 00	Jan. 1, 1914	5%	25,000 00	Jan. — July 1
	\$3,687,000 00			\$150,020 00	
	\$128,143,279 00			\$6,277,555 08	

J All held by Boston and Maine Railroad, assignee of lease of the Connecticut and Passumpsic Rivers R.R. Co.

K 7,000 shares held by the Boston Safe Deposit & Trust Co., trustees under the mortgage as collateral security for payment of First Mortgage Bonds of the Vermont Valley Railroad.

L 4,000 shares held by the Boston Safe Deposit & Trust Co., trustee under the mortgage as collateral security for payment of First Mortgage Bonds of the Connecticut and Passumpsic Rivers R.R. Co., and 1,000 shares held by the Boston Safe Deposit & Trust Co., trustee under the mortgage as collateral security for payment of First Mortgage Bonds of the Vermont Valley Railroad.

M 117 shares owned by Boston and Maine Railroad and 4,000 shares held by the Boston and Maine Railroad, assignee of lease of Northern Railroad.

N \$10,000.00 owned by Northern Railroad.

NOTE. In addition to the above, 1,750 shares of capital stock of the Lake Champlain and St. Lawrence Junction Ry. Co., and 6,400 shares of capital stock of the Montreal and Atlantic Ry. Co. are held by the Boston and Maine Railroad, assignee of lease of the Connecticut and Passumpsic Rivers R.R. Co.

BOSTON AND MAINE RAIL ROAD OPERATED

NAME OF ROAD.	FROM	TO
STEAM ROADS		
Boston and Maine R.R.....	Boston, Mass.....	Rigby, Me. (Dover Route).....
".....	Boston, Mass.....	Rigby, Me. (Portsmouth Route).....
".....	Jewett, Me.....	Intervale, N. H.....
".....	North Cambridge, Mass.....	Northampton, Mass.....
".....	Worcester, Mass.....	Westbrook, Me. (Gorham Line).....
".....	Boston, Mass.....	Fitchburg, Mass.....
".....	Greenfield, Mass.....	Rotterdam Jct., N. Y.....
".....	Vermont State Line.....	Troy, N. Y.....
".....	South Ashburnham, Mass.....	Bellows Falls, Vt.....
".....	Boston, Mass.....	Lowell, Mass.....
".....	Nashua Union Station, N. H.....	Woodsville and Groveton, N.H.....
".....	Springfield, Mass.....	Brattleboro, Vt.....
".....	Medford Jct., Mass.....	Medford, Mass.....
Medford.....Branch	Wakefield Jct., Mass.....	Peabody, Mass.....
South Reading....."	Wakefield Jct., Mass.....	Newburyport, Mass.....
Newburyport....."	Bradford, Mass.....	Georgetown, Mass.....
Georgetown....."	Newton Jct., N. H.....	Merrimac, Mass.....
Merrimac....."	Dover, N. H.....	Lakeport, N. H.....
Lakeport....."	Rollinsford, N. H.....	Somersworth, N. H.....
Somersworth....."	Old Orchard, Me.....	Camp Ellis, Me.....
Orchard Beach....."	East Somerville, Mass.....	Charlestown, Mass.....
Charlestown....."	Everett Jct., Mass.....	West Lynn, Mass.....
Saugus....."	Revere, Mass.....	East Boston, Mass.....
East Boston....."	Revere, Mass.....	Saugus River Jct., Mass.....
Chelsea Beach....."	Swampscott, Mass.....	Marblehead, Mass.....
Swampscott....."	Salem, Mass.....	Marblehead, Mass.....
Marblehead....."	Salem, Mass.....	North Andover, Mass.....
Lawrence....."	Beverly, Mass.....	Rockport, Mass.....
Gloucester....."	Hamilton and Wenham, Mass.....	Conomo, Mass.....
Essex....."	Freight Tracks, Newburyport, Mass.....	Water Front.....
Newburyport City....."	Salisbury, Mass.....	Amesbury, Mass.....
Amesbury....."	Portsmouth, N. H.....	Dover, N. H.....
Portsmouth and Dover....."	Sanbornville, N. H.....	Wolfeboro, N. H.....
Wolfeboro....."	Freight Tracks, Salem, Mass.....	Phillips Wharf.....
Phillips Wharf....."	At Billerica, Mass.....	In Boston.....
Billerica Shop Tracks....."	Freight Tracks.....	Waltham, Mass.....
Hoosac Docks....."	West Cambridge, Mass.....	Marlboro, Mass.....
Watertown....."	South Acton, Mass.....	Greenville, N. H.....
Marlboro....."	Ayer, Mass.....	Milford, N. H.....
Greenville....."	Squannacook Jct., Mass.....	Ashburnham, Mass.....
Milford....."	South Ashburnham, Mass.....	Winchendon, Mass.....
Ashburnham....."	Worcester, Mass.....	Peterboro, N. H.....
Worcester....."	Winchendon, Mass.....	Saratoga, N. Y.....
Peterborough....."	East Saratoga Jct., N. Y.....	Schuylerville, N. Y.....
Saratoga....."	Schuyler Jct., N. Y.....	Mystic Wharves, Mass.....
Schuylerville....."	Mystic Jct., Mass.....	Reformatory, Mass.....
Mystic....."	Somerville Jct., Mass.....	North Billerica, Mass.....
Lexington....."	Bedford, Mass.....	North Woburn Jct., Mass.....
Bedford and Billerica....."	Winchester, Mass.....	Stoneham, Mass.....
Woburn....."	Montvale, Mass.....	Wilmington Jct., Mass.....
Stoneham....."	Wilmington, Mass.....	Peabody, Mass.....
Lawrence....."	Tewksbury Jct., Mass.....	Lawrence, Mass.....
Salem and Lowell....."	Lowell, Mass.....	Keene, N. H.....
Lowell and Lawrence....."	Greenfield, N. H.....	
Manchester and Keene....."	At Salem, Mass.....	
Freight Tracks		
Steam Roads (<i>carried forward</i>)		

*Steam Roads (*carried forward*)*

ROAD AND LEASED ROADS

DECEMBER 31, 1921.

MILEAGE.

Owned Roads.		Leased Roads.		Total Road Operated.	Second Track.	Third Track.	Fourth Track.	Side Tracks.	Total Track Operated.
Main Lines.	Branch Lines.	Main Lines.	Branch Lines.						
111.09				99.06				99.82	309.97
104.90				63.56				79.65	248.11
73.15								17.55	90.70
95.70								22.92	118.62
139.50				45.98				96.28	281.76
49.59				49.59	2.01	1.98		99.89	203.06
104.86				71.79	1.20			126.52	304.37
40.37				15.55				16.80	72.72
53.78								21.68	75.46
25.52				25.52				71.01	122.05
180.45				35.67				127.22	343.34
59.13				37.48				63.76	160.37
	1.86			1.72				1.39	4.97
	8.13							2.45	10.58
	31.17							4.26	35.43
	6.10							1.66	7.76
	4.44							.67	5.11
	45.04							8.27	53.31
	2.86							2.06	4.92
	3.83							.34	4.17
	1.11			.88				19.24	21.23
	9.74			9.65				4.37	23.76
	1.84							3.89	5.73
	3.30								3.30
	4.35			.27				.40	5.02
	3.57							2.38	5.95
	19.88			1.95				7.68	29.51
	16.64			12.98				5.49	35.11
	6.00							1.54	7.54
	1.97							1.19	3.16
	3.78							2.30	6.08
	10.59							4.06	14.65
	12.25							2.86	15.11
	1.08							2.88	3.96
								25.05	25.05
	.79				.48			1.42	2.69
	6.70				6.49			6.31	19.50
	12.25							4.38	16.63
	23.65							4.53	28.18
	21.59							4.27	25.86
	2.59							.30	2.89
	35.86							17.73	53.59
	15.92							4.02	19.94
	17.90							3.05	20.95
	8.20							1.54	9.74
	2.06			.87				43.73	46.66
	19.12			8.20				5.45	32.77
	8.06							.51	8.57
	5.98			5.97				2.64	14.59
	2.41							1.53	3.94
	3.27							1.44	4.71
	16.80							3.41	20.21
	12.29							7.30	19.59
	29.52							2.31	31.83
								2.20	2.20
1,038.04	444.49			493.66	3.21	1.98	1,065.60	3,046.98	

BOSTON AND MAINE RAIL

ROAD OPERATED

NAME OF ROAD.	FROM	TO
STEAM ROADS (<i>brought forward</i>)		
Boston and Maine R.R.		
" Hooksett Branch	Hooksett, N. H.	Concord, N. H.
" Mt. Washington "	Wing Road, N. H.	Base Station, N. H.
" Manchester and No. Wear "	Manchester, N. H.	Henniker Jct., N. H.
" Tilton and Belmont "	Belmont Jct., N. H.	Belmont, N. H.
" Whitefield and Jefferson "	Whitefield Jct., N. H.	Berlin Mills, N. H.
" Bethlehem "	Bethlehem Jct., N. H.	Bethlehem, N. H.
" Manchester and Milford "	Grasmere Jct., N. H.	East Milford, N. H.
" Suncook Valley Extension "	Pittsfield, N. H.	Centre Barnstead, N. H.
" Chicopee Falls "	Chicopee Jct., Mass.	Chicopee Falls, Mass.
" Easthampton "	Mount Tom, Mass.	Easthampton, Mass.
" East Deerfield "	Deerfield Jct., Mass.	East Deerfield, Mass.
" Ashuelot "	Dole Jct., N. H.	Keene, N. H.
" Lowell "	Lowell Jct., Mass.	Wigginville, Mass.
" Manchester and Lawrence "	South Lawrence, Mass.	Manchester, N. H.
" Kennebunkport "	Kennebunk, Me.	Kennebunkport, Me.
" Sundry Connecting Tracks		
Nashua and Lowell R.R. Corp'n	Lowell, Mass.	Nashua Union Station, N. H.
" " " Keene Branch	Nashua Union Station, N. H.	Nashua City Station, N. H.
Stony Brook R.R. Corp'n	North Chelmsford, Mass.	Ayer, Mass.
Wilton Railroad Co.	Nashua City Station, N. H.	Wilton, N. H.
Peterborough Railroad	Wilton, N. H.	Greenfield, N. H.
Old Colony R.R. Co.	North Acton, Mass.	Concord Jct., Mass.
Nashua & Acton R.R.	Nashua Union Station, N. H.	North Acton, Mass.
New Boston R.R. Co.	Parkers, N. H.	New Boston, N. H.
Concord and Portsmouth R.R.	Manchester, N. H.	Portsmouth, N. H.
Suncook Valley R.R.	Suncook, N. H.	Pittsfield, N. H.
Pemigewasset Valley R.R.	Plymouth, N. H.	Lincoln, N. H.
Franklin & Tilton R.R.	Franklin Jct., N. H.	Tilton, N. H.
Northern Railroad	Concord, N. H.	White River Jct., Vt.
" " Bristol Branch	Franklin, N. H.	Bristol, N. H.
Concord & Claremont, N. H. R.R.	Concord, N. H.	Claremont Jct., N. H.
" Hillsboro Branch	Contoocook, N. H.	Hillsboro, N. H.
Peterborough and Hillsborough R.R.	Peterboro, N. H.	Hillsboro, N. H.
" Connecting Track	Elmwood, N.H. (Hillsborough Br.)	Manchester and Keene Branch.
Vermont and Massachusetts R.R. Co.	Fitchburg, Mass.	Greenfield, Mass.
" Connecting Track	Gardner, Mass. (Fitch. Div.)	Wor., Nash. and Port. Division.
" Turners Falls Branch	Turners Falls Jct., Mass.	Turners Falls, Mass.
Troy & Bennington R.R. Co.	Hoosick Jct., N. Y.	Vermont State Line.
Connecticut and Passumpsic Rivers R.R. Co.	White River Jct., Vt.	Canada Line.
" Connecting Track	Wells River, Vt. (Pass'c. Div.)	White Mountain Div.
Massawippi Valley Ry. Co.	Canada Line.	Lenoxville, P. Q.
" Stanstead Branch	Beebe Jct., P. Q.	Stanstead, P. Q.
Steam Roads (<i>carried forward</i>)		

ROAD AND LEASED ROADS

DECEMBER 31, 1921—Continued

MILEAGE.

Owned Roads.		Leased Roads.		Total Road Operated.	Second Track.	Third Track.	Fourth Track.	Side Tracks.	Total Track Operated.
Main Lines.	Branch Lines.	Main Lines.	Branch Lines.						
1,038.04	444.49				493.66	3.21	1.98	1,065.60	3,046.98
	8.79							2.69	11.48
	20.13							4.93	25.06
	24.62							7.12	31.74
	4.20							.60	4.80
	30.56							11.86	42.42
	3.42							.57	3.99
	18.54							.58	19.12
	4.57							1.25	5.82
	2.26							2.02	4.28
	3.26							1.67	4.93
	1.04							.17	1.21
	21.66							5.12	26.78
	7.19				7.17			5.10	19.46
	27.16				.75			20.24	48.15
	4.63							.85	5.48
2.62	2.75			1,669.93	.26				5.63
		13.31			13.31	.09		27.35	54.06
			.95	14.26	.95			1.40	3.30
			13.25	13.25	4.40			8.53	26.18
			15.41	15.41	.18			4.69	20.28
			10.64	10.64				1.11	11.75
			4.30	4.30					4.30
			20.11	20.11				2.59	22.70
			5.18	5.18				.71	5.89
			39.82	39.82				14.43	54.25
			17.55	17.55				1.61	19.16
			21.41	21.41				8.22	29.63
			4.96	4.96				2.87	7.83
		69.53						25.65	95.18
			12.78	82.31				.98	13.76
			56.84					10.76	67.60
			14.60	71.44				2.16	16.76
			18.05					1.86	19.91
			.29	18.34				.29	
			56.02		56.02	4.79		76.82	193.65
			.12						.12
			2.76	58.90				1.26	4.02
			5.03	5.03				1.10	6.13
			109.40		.63			50.27	160.30
			.20	109.60					.20
			31.95					9.50	41.45
			3.51	35.46				1.01	4.52
1,040.66	629.27	280.53	267.44	2,217.90	577.33	8.09	1.98	1,385.25	4,190.55

BOSTON AND MAINE RAIL

ROAD OPERATED

NAME OF ROAD.	FROM	TO
STEAM ROADS (<i>brought forward</i>).....		
TRACKAGE RIGHTS.		
Portland Terminal Co.....	Rigby, Me.....	Portland, Me. Union Station....
" " "	Rigby, Me.....	" " Commercial St....
" " "	Westbrook, Me. (Gorham Line).....	" " Union Station....
" " "	Cumberland Mills, Me.....	" " Fore River Yard....
Boston & Albany R.R.....	Connecting Track.....	In Winchendon, Mass.....
" " " "	Water St., Springfield, Mass.....	Springfield, Mass. Station.....
Troy Union R.R.....	Hoosick St., Troy, N. Y.....	Station in Troy, N. Y.....
Delaware & Hudson Co.....	Mechanicville, N. Y.....	West End Tower.....
" " " "	Coons, N. Y.....	Crescent, N. Y.....
Grand Trunk Ry.....	Lennoxville, P. Q.....	Sherbrooke, P. Q.....
Rutland R.R. Co.....	Connecticut River Bridge.....	Bellows Falls Station, Vt.....
Total Trackage Rights.....		
Total Steam Roads.....		
ELECTRIC RAILWAYS.		
Portsmouth Electric Railway	Portsmouth, N. H.....	Hampton, N. H.....
Concord Electric Railways	Concord, N. H.....	Manchester and Penacook, N.H.....
Total Electric Railways		
Grand Total Steam and Electric Roads— December 31, 1921		

SUMMARY.

DESCRIPTION.	MILEAGE.		
	Owned.	Leased.	Total.
STEAM ROADS.			
Main Lines.....	1,040.66	280.53	1,321.19
Branch Lines.....	629.27	267.44	896.71
Trackage Rights.....		25.27	25.27
Total Road Operated.....	1,669.93	573.24	2,243.17
Second Track.....	501.84	A 96.78	598.62
Third Track.....	3.21	B 5.87	9.08
Fourth Track.....	1.98		1.98
Side Track.....	1,130.37	254.88	1,385.25
Total Track Operated.....	3,307.33	930.77	4,238.10
ELECTRIC RAILWAYS.			
Branch Lines.....	44.19		44.19
Side Tracks.....	2.92		2.92
Total.....	47.11		47.11
Grand Total Tracks Operated—Steam and Electric Roads— December 31, 1921	3,354.44	930.77	4,285.21

^a Includes trackage rights, 21.29 miles.

^b Includes trackage rights, .99 mile.

^c Includes Mileage of Electric Railways.

ROAD AND LEASED ROADS.

DECEMBER 31, 1921—Concluded.

MILEAGE.

Owned Roads.		Leased Roads.		Total Road Operated.	Second Track.	Third Track.	Fourth Track.	Side Tracks.	Total Track Operated.
Main Lines.	Branch Lines.	Main Lines.	Branch Lines.						
1,040.66	629.27	280.53	267.44	2,217.90	577.33	8.09	1.98	1,385.25	4,190.55
		4.41			4.41				8.82
		3.84			.55				4.39
		7.51			2.54				10.05
		3.80		19.56	3.66				7.46
			.16						.16
		.23		.39	.23				.46
		2.03		2.03	2.00				4.03
					.99	.99			1.98
					6.91				6.91
		2.95		2.95					2.95
		.34		.34					.34
		25.11	.16	25.27	21.29	.99			47.55
1,040.66	629.27	305.64	267.60	2,243.17	598.62	9.08	1.98	1,385.25	4,238.10
		15.48							16.56
		28.71							30.55
		44.19		44.19					47.11
1,040.66	673.46	305.64	267.60	2,287.36	598.62	9.08	1.98	1,388.17	4,285.21

MILEAGE

BY OPERATING DIVISIONS.		Total Road Operated.	Second Track.	Third Track.	Fourth Track.	Side Tracks.	Total Track Operated.
Terminal Division.		13.88	12.15			180.84	206.87
Portland "		530.79	196.46			238.41	965.66
Southern "		466.09	90.01	.09		270.02	826.21
Fitchburg "		228.44	111.15	6.80	1.98	188.31	536.68
Berkshire "		177.88	96.21	2.19		144.16	420.44
Worc., Nash. & Port. Division.		365.56	53.31			142.56	561.43
White Mountains "		224.94	.99			87.43	313.36
Connecticut River "		87.58	37.71			72.74	198.03
Passumpsic "		148.01	.63			60.78	209.42
Portsmouth Electric Railway.		15.48				1.08	16.56
Concord Electric Railways.		28.71				1.84	30.55
<i>Total</i>		2,287.36	598.62	9.08	1.98	1,388.17	4,285.21
BY STATES.							
Massachusetts.		790.54	400.40	6.89	1.98	814.36	2,014.17
New Hampshire.	c	1,051.23	98.40			365.24	1,514.87
Maine.		161.13	45.71			31.30	238.14
Vermont.		123.52	.63			54.41	178.56
New York.		122.53	53.48	2.19		112.35	290.55
Province of Quebec.		38.41				10.51	48.92
<i>Total</i>		2,287.36	598.62	9.08	1.98	1,388.17	4,285.21

No. 12

SECURITIES OWNED AND ADVANCES
DECEMBER 31, 1921.

		Ledger Value	Total
INVESTMENTS IN AFFILIATED COMPANIES.			
Stocks.			
Shares			
†20,000	Vermont Valley Railroad (Par \$50) (Entire Stock)	\$1,117,520 00	
† 3,000	Nashua & Acton Railroad (Entire Stock)	300,000 00	
2,115	Mount Washington Railway Co. (Entire Stock)	211,500 00	
† 400	Portsmouth Bridge—Par \$100 (Entire Stock)	4,000 00	
100	Essex Marine Railway (Entire Stock)	1,975 00	
5,340	York Harbor and Beach R.R. Co. (Par \$50)	256,830 00	
7,680	Preferred and 31,760 Shares Common Stock of The St. Johnsbury and Lake Champlain R.R. Co. (Par \$50)	364,987 56	
1,750	Lake Champlain & St. Lawrence Jet. Ry. Co. (Par \$50)	66,795 31	
† 1,328	Franklin & Tilton Railroad	132,800 00	
† 75	Troy Union Railroad Co.	7,500 00	
† 117	Concord & Claremont, N. H. R.R.	4,890 00	
309	Woodsville Aqueduct Co. (Par \$50)	*	
	Miscellaneous	2 00	
			\$2,468,799 87
Bonds.			
Par Value			
\$1,172,000	The St. Johnsbury and Lake Champlain R.R. Co. First Mortgage 5's due 1944	\$1,172,000 00	
† 100,000	Peterborough and Hillsborough R.R. First Mortgage 4½'s due July 1, 1926	100,000 00	
15,450	Woodsville Aqueduct Co.	14,038 28	
			1,286,038 28
Notes.			
†\$2,300,000 00	Vermont Valley Railroad 6% due August 31, 1916	\$2,300,541 70	
940,434 93	The St. Johnsbury and Lake Champlain R.R. Co. (demand notes)	940,434 93	
23,494 99	Troy Union R.R. Co. (demand note)	23,494 99	
			3,264,471 62
Advances.			
Vermont Valley Railroad	\$448,578 16		
Montpelier and Wells River Railroad	95,444 21		
Nashua & Acton Railroad—For Additions and Improvements to Property	582 18		
Franklin & Tilton Railroad " " " " "	20,823 46		
<i>Total Investments in Affiliated Companies.</i>	565,428 01		
			\$7,584,737 78
OTHER INVESTMENTS.			
Stocks.			
Shares			
1,013	Montreal & Atlantic Railway Co.	\$43,000 00	
331	Peterborough Railroad	19,860 00	
630 ½	Suncook Valley Railroad	63,060 00	
240	New Boston Railroad	24,000 00	
381	Pemigewasset Valley R.R.	38,100 00	
	Miscellaneous	3 00	
			\$188,023 00
Bonds.			
Par Value			
\$108,000	Montreal & Atlantic Ry. Co. First Mortgage 5's due 1925	\$108,000 00	
65,000	Conway Electric Street Railway Co., First Mortgage 5's due 1924	65,000 00	
			173,000 00
Notes.			
\$240,000	Hampden R.R. Corporation	\$5,000 00	
15,000	Erving Paper Mills	15,000 00	
			20,000 00
Advances.			
Wilton Railroad —	For Additions and Improvements to Property	\$48,671 08	
Peterborough R.R.	" " " " "	31,336 58	
Pemigewasset Valley R.R. " " " " "		48,978 41	
<i>Total Other Investments.</i>			128,986 07
<i>Grand Total.</i>			\$510,009 07
			\$8,094,746 85

*Stock acquired with bonds purchased.

†Held by the Old Colony Trust Co. under Trust Agreement dated December 1, 1919 together with 4,000 shares of Concord & Claremont, N. H. R. R.; 450 shares of Peterborough and Hillsborough R. R.; and 1,328 shares of Franklin & Tilton R. R., owned by the Northern R. R. and 7,000 shares of Newport & Richford R. R. Co. owned by the Connecticut and Passumpsic Rivers R. R. Co.

No. 13

CLASSIFICATION OF FREIGHT TRAFFIC

	Year Ended Dec. 31, 1921 Tons of 2000 lbs.	Per Cent of Total	Year Ended Dec. 31, 1920 Tons of 2000 lbs.	Per Cent of Total	Increase or Decrease in Tonnage
PRODUCTS OF AGRICULTURE:					
Wheat	73,621	.4	67,552	.2	Inc. 6,069
Corn	266,574	1.3	176,104	.7	Inc. 90,470
Oats	241,794	1.2	227,588	.8	Inc. 14,206
Other Grain	21,289	.1	59,146	.2	Dec. 37,857
Flour and Meal	324,832	1.6	328,359	1.2	Dec. 3,527
Other Mill Products	419,190	2.1	393,958	1.5	Inc. 25,232
Hay, Straw and Alfalfa	166,337	.8	225,475	.8	Dec. 59,138
Tobacco	6,983	.1	9,350	.0	Dec. 2,367
Cotton	243,042	1.2	285,529	1.1	Dec. 42,487
Cotton Seed and Products, except Oil	23,325	.1	27,488	.1	Dec. 4,183
Citrus Fruits	70,493	.4	55,783	.2	Inc. 14,710
Other Fresh Fruits	216,072	1.1	125,753	.5	Inc. 90,319
Potatoes	629,090	3.1	548,977	2.0	Inc. 80,113
Other Fresh Vegetables	65,600	.3	75,813	.3	Dec. 10,213
Dried Fruits and Vegetables	18,272	.1	26,176	.1	Dec. 7,904
Other Products of Agriculture	46,161	.2	61,095	.2	Dec. 14,934
<i>Total</i>	2,832,675	14.1	2,694,146	9.9	Inc. 138,529
PRODUCTS OF ANIMALS:					
Horses and Mules	5,934	.0	9,226	.0	Dec. 3,292
Cattle and Calves	50,302	.3	58,124	.2	Dec. 7,822
Sheep and Goats	4,768	.0	12,264	.0	Dec. 7,496
Hogs	16,744	.1	15,519	.1	Inc. 1,225
Fresh Meats	119,319	.6	158,087	.6	Dec. 38,768
Other Packing House Products	63,018	.3	85,593	.3	Dec. 22,575
Poultry	12,585	.1	12,522	.0	Inc. 63
Eggs	29,850	.2	23,721	.1	Inc. 6,129
Butter and Cheese	28,633	.1	25,718	.1	Inc. 2,915
Wool	99,219	.5	90,560	.3	Inc. 8,659
Hides and Leather	127,890	.6	177,610	.7	Dec. 49,720
Other Products of Animals	58,375	.3	76,715	.3	Dec. 18,340
<i>Total</i>	616,637	3.1	745,659	2.7	Dec. 129,022
PRODUCTS OF MINES:					
Anthracite Coal	2,791,699	13.9	3,174,787	11.7	Dec. 383,088
Bituminous Coal	2,432,132	12.1	3,877,384	14.2	Dec. 1,445,252
Coke	55,679	.3	102,122	.4	Dec. 46,443
Iron Ore	3,038	.0	9,920	.0	Dec. 6,882
Other Ores and Concentrates	10,609	.1	41,005	.2	Dec. 30,396
Base Bullion and Matte	122	.0	808	.0	Dec. 686
Clay, Gravel, Sand and Stone	646,040	3.2	951,055	3.5	Dec. 305,015
Crude Petroleum	8,757	.0	18,832	.1	Dec. 10,075
Asphaltum	14,960	.1	15,495	.1	Dec. 555
Salt	84,143	.4	100,855	.4	Dec. 16,712
Other Products of Mines	75,445	.4	100,072	.3	Dec. 24,627
<i>Total</i>	6,122,624	30.5	8,392,335	30.9	Dec. 2,269,711
PRODUCTS OF FORESTS:					
Logs, Posts, Poles and Cord Wood	153,633	.8	158,244	.6	Dec. 4,611
Ties	28,353	.1	52,343	.2	Dec. 23,990
Pulp Wood	388,623	1.9	355,778	1.3	Inc. 32,845
Lumber, Timber, Box Shooks, Staves and Headings	1,601,637	8.0	2,298,708	8.5	Dec. 697,071
Other Products of Forests	117,777	.6	148,579	.5	Dec. 30,802
<i>Total</i>	2,290,023	11.4	3,013,652	11.1	Dec. 723,629
MANUFACTURES AND MISCELLANEOUS:					
Refined Petroleum and its Products	782,446	3.9	598,462	2.2	Inc. 183,984
Vegetable Oils	7,424	.0	8,172	.0	Dec. 748
Sugar, Sirup, Glucose and Molasses	99,410	.5	126,749	.5	Dec. 27,339
Boats and Vessel Supplies	1,178	.0	1,832	.0	Dec. 654
Iron, Pig and Bloom	54,552	.3	202,814	.7	Dec. 148,262
Rails and Fastenings	39,993	.2	37,974	.1	Inc. 2,019
Bar and Sheet Iron, Structural Iron and Iron Pipe	168,448	.9	377,598	1.4	Dec. 209,150
Other Metals, Pig, Bar and Sheet	27,824	.1	52,790	.2	Dec. 24,966
Castings, Machinery and Boilers	172,464	.9	297,032	1.1	Dec. 124,568
Cement	310,337	1.6	298,322	1.1	Inc. 12,015
Brick and Artificial Stone	161,110	.8	265,715	1.0	Dec. 104,605
Lime and Plaster	119,700	.6	145,409	.5	Dec. 25,709
Sewer Pipe and Drain Tile	19,044	.1	15,044	.1	Inc. 4,000
Agricultural Implements and Vehicles other than Automobiles	23,108	.1	33,404	.1	Dec. 10,296
Automobiles and Auto Trucks	58,087	.3	77,524	.3	Dec. 19,437
Household Goods and Second-hand Furniture	4,555	.0	13,002	.1	Dec. 8,447
Furniture (New)	23,864	.1	32,804	.1	Dec. 8,940
Beverages	16,262	.1	27,924	.1	Dec. 11,662
Ice	800,734	4.0	499,512	1.8	Inc. 301,222
Fertilizers (all kinds)	149,164	.7	213,079	.8	Dec. 63,915
Paper, Printed Matter and Books	762,889	3.8	842,251	3.1	Dec. 79,362
Chemical and Explosives	222,297	1.1	311,840	1.1	Dec. 89,543
Textiles	129,159	.6	155,992	.6	Dec. 26,833
Canned Goods (all Canned Food Products)	76,123	.4	96,077	.4	Dec. 19,944
Other Manufactures and Miscellaneous	1,968,821	9.8	3,239,498	11.9	Dec. 1,270,677
<i>Total</i>	6,198,993	30.9	7,970,820	29.3	Dec. 1,771,827
<i>Grand Total, Carload Traffic</i>	18,060,952	90.0	22,816,612	83.9	Dec. 4,755,660
Merchandise—All L. C. L. Freight	1,999,658	10.0	4,370,062	16.1	Dec. 2,370,404
<i>Grand Total, All Commodities</i>	20,060,610	100.0	27,186,674	100.0	Dec. 7,126,064

No. 14.

TRAFFIC AND OPERATING STATISTICS.
(EXCLUDING ELECTRIC RAILWAYS AND WATER LINES.)

	Year ended Dec. 31, 1921	Year ended Dec. 31, 1920	Increase or Decrease.	Per Cent
FREIGHT.				
Tons of revenue freight carried.....	20,060,610	27,186,674	Dec. 7,126,064	26.21
Tons of company freight carried.....	1,840,470	2,590,577	Dec. 750,107	28.96
Total tons of freight carried.....	21,901,080	29,777,251	Dec. 7,876,171	26.45
Tons of revenue freight carried one mile.....	2,673,769,008	3,705,528,286	Dec. 1,031,759,278	27.84
Tons of company freight carried one mile.....	110,148,290	212,938,170	Dec. 102,789,880	48.27
Total tons of freight carried one mile.....	2,783,917,298	3,918,466,456	Dec. 1,134,549,158	28.95
Average distance haul of one ton of revenue freight .....(miles)	133.28	136.30	Dec. 3.02	2.22
Average tons of revenue freight per revenue train mile.....	448.00	454.38	Dec. 6.38	1.40
Average tons of all freight per revenue train mile.....	466.45	480.49	Dec. 14.04	2.92
*Average tons of revenue freight per loaded car mile.....	21.11	23.44	Dec. 2.33	9.94
Average freight cars per revenue train mile.....	31.92	28.09	Inc. 3.83	13.63
Average loaded cars per revenue train mile.....	21.22	19.38	Inc. 1.84	9.49
Average empty cars per revenue train mile (excluding caboose).....	9.70	7.71	Inc. 1.99	25.81
Freight revenue.....	\$47,660,693.02	\$53,306,691.29	Dec. \$5,645,998.27	10.59
Average revenue received for each ton of freight.....	\$2.376	\$1.961	Inc. \$0.415	21.16
Average revenue per ton per mile .....(cents)	1.783	1.439	Inc. .344	23.91
Average revenue per revenue train mile.....	\$7.986	\$6.537	Inc. \$1.449	22.17
PASSENGER.				
Number of monthly commutation ticket passengers carried.....	9,883,788	10,846,394	Dec. 962,606	8.87
Number of all other commutation ticket passengers carried.....	20,693,734	23,595,439	Dec. 2,901,705	12.30
Number of single fare passengers carried (not including interline).....	15,341,866	18,243,916	Dec. 2,902,050	15.91
Number of interline passengers carried.....	1,763,845	2,247,260	Dec. 483,415	21.51
Total number of passengers carried.....	47,683,233	54,933,009	Dec. 7,249,776	13.20
Number of monthly commutation ticket passengers carried one mile	178,279,257	191,127,440	Dec. 12,848,183	6.72
Number of all other commutation ticket passengers carried one mile	173,641,071	185,757,812	Dec. 12,116,741	6.52
Number of single fare passengers carried one mile.....	386,766,056	466,871,633	Dec. 80,105,577	17.16
Number of interline passengers carried one mile.....	137,426,600	170,977,832	Dec. 33,551,232	19.62
Total number of passengers carried one mile.....	876,112,984	1,014,734,717	Dec. 138,621,733	13.66
Number of passengers to and from Boston, incl. monthly-ticket pass'grs	31,491,731	33,913,598	Dec. 2,421,867	7.14
Average distance carried per passenger .....(miles)	18.37	18.47	Dec. .10	.54
Average number of passengers per train mile.....	88.46	99.40	Dec. 10.94	11.01
Average number of passengers per car mile.....	23.29	25.66	Dec. 2.37	9.24
Average number of cars per train mile (incl. mail, baggage and express cars).....	5.45	5.54	Dec. .09	1.62
Passenger revenue (passengers only).....	\$23,274,713.54	\$24,321,838.34	Dec. \$1,047,124.80	4.31
Average revenue received per passenger .....(cents)	48.811	44.275	Inc. 4.536	10.25
Average revenue per passenger mile, monthly commutation ticket passengers .....	.853	.794	Inc. .059	7.43
Average rev. per pass. mile, other commutation ticket pass ... (cents)	1.654	1.494	Inc. .160	10.71
Average rev. per pass. mile, single-fare not incl. interline ... (cents)	3.557	3.158	Inc. .399	12.63
Average revenue per passenger mile, interline passengers	3.512	3.090	Inc. .422	13.66
Average revenue per passenger mile, all passengers	2.657	2.397	Inc. .260	10.85
Total passenger train revenue.....	\$27,795,664.77	\$29,858,325.52	Dec. \$2,062,660.75	6.91
Average total passenger train revenue per train mile.....	\$2.807	\$2.925	Dec. \$0.118	4.03
TOTAL TRAFFIC.				
Operating revenues.....	\$77,905,182.52	\$86,228,835.50	Dec. \$8,323,652.98	9.65
Operating expenses.....	73,501,524.06	90,614,015.25	Dec. 17,112,491.19	18.89
Net operating revenue.....	\$4,403,658.46	**\$4,385,179.75	Inc. \$8,788,838.21	—
Operating revenues per mile of road.....	\$34,599.77	\$38,222.51	Dec. \$3,622.74	9.48
Operating expenses per mile of road.....	32,643.99	40,166.32	Dec. 7,522.33	18.73
Net operating revenue per mile of road.....	\$1,955.78	**\$1,943.81	Inc. \$3,899.59	—
Average mileage operated during year.....	2,251.61	2,255.97	Dec. 4.36	.19
Operating revenues per revenue train mile.....	\$4.895	\$4.684	Inc. \$0.211	4.50
Operating expenses per revenue train mile.....	4.618	4.923	Dec. \$0.305	6.20
Net operating revenue per revenue train mile.....	\$0.277	**\$0.239	Inc. \$0.516	—

* Does not include Caboose Car Mileage.

** Loss.

† Includes Sleeping and Parlor Car surcharge.

TRAFFIC AND OPERATING STATISTICS—Concluded.

	Year ended Dec. 31, 1921.	Year ended Dec. 31, 1920.	Increase or Decrease.	Per Cent.
*LOCOMOTIVE MILEAGE.				
Freight service.....	7,131,534	9,805,382	Dec. 2,673,848	27.27
Passenger service.....	10,401,071	10,771,721	Dec. 370,650	3.44
Mixed service.....	173,414	204,789	Dec. 31,375	15.33
Special service.....	45,238	45,817	Dec. 579	1.26
Train switching.....	576,295	658,276	Dec. 81,981	12.45
Yard switching.....	3,952,447	5,555,852	Dec. 1,603,405	28.86
Total transportation service.....	22,279,999	27,041,837	Dec. 4,761,838	17.61
Work service.....	570,514	869,342	Dec. 298,828	34.37
Total locomotive miles.....	22,850,513	27,911,179	Dec. 5,060,666	18.13
TRAIN MILEAGE.				
Freight service.....	5,835,309	7,989,438	Dec. 2,154,129	26.96
Passenger service.....	9,870,671	10,176,045	Dec. 305,374	3.00
Mixed service**.....	166,229	198,187	Dec. 31,958	16.13
Special service.....	43,136	43,656	Dec. 520	1.19
Total revenue train miles.....	15,915,345	18,407,326	Dec. 2,491,981	13.54
Work service.....	463,208	742,087	Dec. 278,879	37.58
Total train miles.....	16,378,553	19,149,413	Dec. 2,770,860	14.47
CAR MILEAGE.				
Freight-Train Car Miles.....				
Loaded.....	125,964,005	157,006,938	Dec. 31,042,933	19.77
Empty.....	57,678,611	62,643,811	Dec. 4,965,200	7.93
Caboose.....	5,916,620	8,113,470	Dec. 2,196,850	27.08
Total freight-train car miles.....	189,559,236	227,764,219	Dec. 38,204,983	16.77
Passenger-Train Car Miles:				
Passenger.....	32,329,003	33,908,763	Dec. 1,579,760	4.66
Sleeping and parlor.....	5,082,564	5,380,900	Dec. 298,336	5.54
Dining.....	281,641	241,200	Inc. 40,441	16.77
Other.....	16,024,763	16,771,702	Dec. 746,939	4.45
Total passenger-train car miles.....	53,717,971	56,302,565	Dec. 2,584,594	4.59
Mixed-Train Car Miles:				
Loaded.....	695,717	1,079,286	Dec. 383,569	35.54
Empty.....	237,549	273,106	Dec. 35,557	13.02
Caboose.....	33	127	Dec. 94	74.02
Passenger.....	233,587	265,181	Dec. 31,594	11.91
Total mixed-train car miles.....	1,166,886	1,617,700	Dec. 450,814	27.87
Special-Train Car Miles:				
Freight service.....	47,174	69,102	Dec. 21,928	31.73
Passenger service.....	165,732	173,693	Dec. 7,961	4.58
Total special-train car miles.....	212,906	242,795	Dec. 29,889	12.31
Total transportation service.....	244,656,999	285,927,279	Dec. 41,270,280	14.43
Work service.....	1,087,874	1,455,214	Dec. 367,340	25.24
Total car miles.....	245,744,873	287,382,493	Dec. 41,637,620	14.49

* Includes electric locomotive miles.

** Proportioned to Freight and Passenger Service in computing Train Mile Statistics.

No. 15.

INVENTORY OF EQUIPMENT.

DESCRIPTION.	December 31, 1921. (See note)	December 31, 1920. (See note)
LOCOMOTIVES.		
Passenger.....	401	394
Freight.....	449	452
Switching.....	241	249
Electric.....	7	7
<i>Total</i>	1,098	1,102
<i>Total Tractive Power of Steam Locomotives (pounds)</i>	29,888,200	29,955,400
<i>Average Tractive Power per Steam Locomotive (pounds)</i>	27,395	27,357
<i>Locomotives Equipped with Superheaters</i>	298	273
PASSENGER CAR EQUIPMENT.		
Coaches.....	1,071	1,078
Combination Passenger Cars.....	227	226
Dining Cars.....	12	12
Parlor Cars.....	0	1
Baggage and Express Cars.....	364	370
Postal Cars.....	20	20
Other Passenger-Train Cars.....	91	91
<i>Total</i>	*1,785	*1,798
FREIGHT CAR EQUIPMENT.		
Box Cars.....	11,906	12,405
Flat Cars.....	545	603
Stock Cars.....	41	79
Coal and Coke Cars.....	7,144	8,077
Refrigerator Cars.....	256	277
Caboose Cars.....	428	389
Other Freight-Train Cars.....	63	120
<i>Total</i>	20,383	21,950
<i>Aggregate Capacity of Cars in Freight Service (tons of 2,000 lbs.)</i>	670,510	717,220
<i>Average Carrying Capacity per Freight Car</i>	33.6	33.3
COMPANY SERVICE EQUIPMENT.		
Officers' and Pay Cars.....	11	11
Ballast Cars.....	100	100
Derrick Cars.....	24	24
Steam Shovels.....	11	11
Wrecking Cars.....	93	93
Other Company Service Cars.....	1,023	1,060
<i>Total</i>	1,262	1,299
<i>Total, All Classes of Cars</i>	23,430	25,047
ELECTRIC RAILWAY EQUIPMENT.		
Passenger Cars.....	56	58
Snow Plows.....	7	6
Other Cars.....	6	6
<i>Total</i>	69	70
FLOATING EQUIPMENT.		
Steamer "Mt. Washington" on Lake Winnipesaukee.....	1	1
Equipment assigned to The St. Johnsbury and Lake Champlain R.R. Co. (Included above)		
Locomotives.....	12	12
Passenger-Train Cars.....	13	13
Freight-Train Cars.....	4	4
Company Service Cars.....	9	9
<i>Total</i>	26	26

Note.—Includes 20 locomotives, 1,499 coal cars and 500 box cars purchased under an Equipment Trust Agreement dated January 15, 1920.

*Includes 10 Passenger and 4 Baggage Cars in service between Boston and Montreal, 68.33 per cent of which are owned by this Company; also 8 Passenger and 4 Baggage Cars, 24.83 per cent of which are owned by this Company, and 1 Passenger Car, 31.02 per cent of which is owned by this Company, in service between Boston and St. John, N.B.

No. 16.

CORPORATE AND FEDERAL COMBINED STATEMENT OF
INCOME ACCOUNT

Including the Boston and Maine Railroad, Vermont Valley Railroad, The Sullivan County Railroad, York Harbor and Beach Railroad Company, Mount Washington Railway Company, The St. Johnsbury and Lake Champlain Railroad Company, Montpelier and Wells River Railroad, and Barre and Chelsea Railroad Company with inter-company transactions for rental of road, interest and dividends eliminated.

YEAR ENDED DECEMBER 31, 1921, COMPARED WITH PREVIOUS YEAR
Excluding Standard Return and Guaranty

	Year ended December 31, 1921.	Year ended December 31, 1920.
OPERATING REVENUES:		
Freight.....	\$49,246,186 89	\$55,418,522 72
Passenger.....	24,285,094 43	25,389,257 05
Mail.....	1,009,120 44	1,206,030 99
Express.....	1,648,172 50	2,657,652 03
Other Transportation.....	2,931,773 85	2,861,750 95
Incidental.....	1,712,943 91	2,239,996 76
<i>Total Operating Revenues</i>	\$80,833,292 02	\$89,773,210 50
OPERATING EXPENSES:		
Maintenance of Way and Structures.....	\$13,657,728 44	\$15,708,208 79
Maintenance of Equipment.....	16,289,170 99	20,559,284 92
Traffic.....	733,827 32	719,995 68
Transportation—Rail Line.....	42,255,877 23	53,039,692 51
Transportation—Water Line.....	12,542 48	15,863 75
Miscellaneous.....	318,910 16	483,150 21
General.....	2,982,622 90	3,257,225 97
Transportation for Investment—Cr.....	17,205 38	18,905 45
<i>Total Operating Expenses</i>	\$76,233,474 14	\$93,764,516 38
<i>Net Operating Revenue</i>	\$4,599,817 88	*\$3,991,305 88
 Tax Accruals.....	 \$2,756,452 50	 \$3,144,508 58
Uncollectible Railway Revenues.....	7,325 79	48,132 16
<i>Total</i>	\$2,763,778 29	\$3,192,640 74
<i>Operating Income</i>	\$1,836,039 59	*\$7,183,946 62
 Other Income.....	 1,652,769 80	 1,512,829 77
<i>Gross Income</i>	\$3,488,809 39	*\$5,671,116 85
 DEDUCTIONS FROM GROSS INCOME:		
Hire of Freight Cars—Debit Balance.....	\$3,291,668 16	\$4,453,660 27
Rent for Other Equipment.....	467,255 31	503,239 01
Joint Facility Rents.....	231,892 44	224,992 30
Rent for Leased Roads.....	925,013 99	927,845 00
Miscellaneous Rents.....	6,299 72	30,618 76
Miscellaneous Tax Accruals.....	705 98	773 06
Interest on Funded Debt.....	6,114,485 08	5,420,107 39
Interest on Unfunded Debt.....	70,430 81	26,478 48
Amortization of Discount on Funded Debt.....	31,074 00	15,537 00
<i>Total Deductions</i>	\$11,138,825 49	\$11,603,251 27
<i>Net Deficit</i>	\$7,650,016 10	\$17,274,368 12

* Loss.

No. 17

INCOME ACCOUNT, NET CHANGES IN PROFIT AND LOSS
YEARS ENDED JUNE 30, 1905 TO 1917, INCLUSIVE, AND

	Years Ended June 30							
	1905	1906	1907	1908	1909	1910	1911	1912
OPERATING REVENUES:								
Freight.....	\$21,353,017	\$23,354,549	\$24,843,606	\$22,486,065	\$23,014,438	\$25,451,237	\$25,891,481	\$26,811,513
Passenger.....	12,530,472	13,291,584	13,584,164	13,749,406	13,665,778	14,876,069	15,757,698	15,937,565
Mail.....	458,319	525,344	526,909	510,459	512,465	446,127	445,124	445,593
Express.....	1,156,871	1,271,922	1,362,117	1,117,922	1,173,515	1,228,423	1,256,217	1,217,398
Other.....	642,469	685,761	723,164	1,581,592	1,633,426	1,847,335	2,018,973	2,225,530
Total Operating Revenues.....	\$36,141,148	\$39,129,160	\$41,039,960	\$39,445,444	\$39,999,622	\$43,849,191	\$45,369,493	\$46,637,599
OPERATING EXPENSES:								
Maint. of Way and Structures.....	\$4,501,378	\$5,383,302	\$4,905,227	\$4,632,269	\$4,286,146	\$5,286,756	\$6,128,638	\$5,877,494
Maintenance of Equipment.....	4,204,161	4,415,441	4,305,915	4,375,375	4,752,374	5,473,577	6,296,341	6,463,029
Traffic.....				512,662	516,417	544,224	500,399	475,962
Transportation.....	16,296,237	17,733,792	19,788,095	18,731,164	17,942,486	19,227,665	21,378,120	21,383,638
Miscellaneous Operations.....				181,074	185,282	228,887	223,477	279,623
General.....	796,894	889,596	926,297	928,571	968,660	1,019,971	1,107,901	1,111,362
Total Operating Expenses.....	\$25,798,670	\$28,422,131	\$29,925,534	\$29,361,115	\$28,651,365	\$31,781,080	\$35,634,876	\$35,591,108
Operating Ratio.....	71.4%	72.6%	72.9%	74.4%	71.6%	72.5%	78.5%	76.3%
Net Operating Revenue.....	\$10,342,478	\$10,707,029	\$11,114,426	\$10,084,329	\$11,348,257	\$12,068,111	\$9,734,617	\$11,046,491
TAX ACCRUALS.....	\$1,605,490	\$1,745,490	\$1,674,835	\$1,712,272	\$1,789,933	\$2,076,880	\$2,089,905	\$2,086,863
UNCOLLECTIBLE REVENUES.....								
Operating Income.....	\$8,736,988	\$8,961,539	\$9,439,591	\$8,372,057	\$9,558,324	\$9,991,231	\$7,644,712	\$8,959,628
OTHER INCOME.....	709,546	759,105	846,020	883,190	798,598	932,796	1,097,794	1,110,719
ADJUSTMENT (See Note A).....								
Gross Income.....	\$9,446,534	\$9,720,644	\$10,285,611	\$9,255,247	\$10,356,922	\$10,924,027	\$8,742,506	\$10,070,347
DEDUCTIONS:								
Hire of Freight Cars—Net.....	\$714,675	\$840,885	\$945,179	\$1,303,744	\$649,279	\$763,884	\$888,655	\$1,078,561
Rent for Leased Roads.....	5,087,578	5,092,554	5,354,378	5,281,374	5,264,382	5,296,827	5,385,054	5,194,378
Interest and Discount.....	1,486,169	1,474,670	1,445,511	1,769,905	1,859,357	1,783,910	1,834,171	2,083,703
Other Deductions.....	138,255	124,330	136,050	199,802	185,465	231,329	249,853	394,672
Total Deductions.....	\$7,426,677	\$7,532,439	\$7,881,118	\$8,554,825	\$7,958,483	\$8,075,950	\$8,357,733	\$8,751,314
NET INCOME.....	\$2,019,857	\$2,188,205	\$2,404,493	\$700,422	\$2,398,439	\$2,848,077	\$384,773	\$1,319,033
INCOME APP. TO SINKING FUNDS.....	\$136,285	\$136,285	\$28,785	\$28,785	\$28,785	\$28,785	\$28,785	\$28,785
ADDITIONS AND BETTERMENTS.....			269,761	678	23,150	167,512		
DIVIDENDS.....	1,806,646	1,834,646	1,973,332	2,080,621	1,817,361	1,868,520	1,958,971	1,767,951
Rate of Preferred Dividends	{ First Preferred Preferred Common	6% 7%	6% 7%	6% 7%	6% 6%	6% 6%	6% 5.5%	6% 4%
TOTAL APPROPRIATIONS.....	\$1,942,931	\$1,970,931	\$2,271,878	\$2,110,084	\$1,869,296	\$2,064,817	\$1,987,756	\$1,796,736
Surplus or Deficit.....	\$76,926	\$217,274	\$132,615	D \$1,409,662	\$529,143	\$783,260	D \$1,602,983	D \$477,703
Cumulative Surplus } or Deficit from 1905 }	\$76,926	\$294,200	\$426,815	D \$982,847	D \$453,704	\$329,556	D \$1,273,427	D \$1,751,130
NET ADDITIONS TO PROFIT AND LOSS ACCOUNT..... (Includes Contingent Fund)	\$1,032,992	\$366,105	\$978,552	* \$1,566,330	\$245,525	\$950,495	* \$1,325,511	* \$472,822
PROFIT AND LOSS BALANCE.....	\$2,636,077	\$3,002,182	\$3,980,734	\$2,414,404	\$2,659,929	\$3,610,424	\$2,284,913	\$1,812,091
REVENUE TON MILES (thousands)	1,854,130	2,010,500	2,296,970	2,152,627	2,124,899	2,346,444	2,365,046	2,460,990
PASSENGER MILES (thousands) ..	702,490	739,950	762,517	790,805	792,426	864,870	862,472	880,741

New accounting classifications were issued by the Interstate Commerce Commission, effective July 1, 1907, and July 1, 1914. In the above statement the accounts for the years prior to July 1, 1914, have been restated to conform to the present classification as far as it has been practicable to do so. It has not been possible, however, to restate the accounts to show as a charge against net income the Additions and Betterments included in Operating Expenses prior to July 1, 1906.

* Net Deductions.
D Deficit.

No. 17

ACCOUNT, REVENUE TON MILES AND PASSENGER MILES

CALENDAR YEARS 1917 TO 1921, INCLUSIVE

Years Ended June 30					Calendar Years				
1913	1914	1915	1916	1917	1917	1918	1919	1920	1921
\$28,692,689	\$27,912,397	\$26,912,397	\$31,963,489	\$33,909,489	\$35,080,737	(See Note A)	(See Note A)	(See Note A)	(See Note A)
16,303,394	16,111,548	15,502,197	15,028,317	16,878,757	17,814,738	\$43,085,397	\$43,303,141	\$53,306,738	\$47,660,728
447,667	492,764	487,727	475,411	706,763	785,781	19,275,420	22,116,094	24,680,435	23,622,145
1,293,761	1,218,780	1,286,819	1,583,458	1,952,559	2,032,565	704,349	506,651	1,118,702	949,172
2,508,339	2,424,797	2,483,909	3,024,753	3,544,472	3,736,958	2,615,678	2,870,930	2,624,962	1,571,474
\$49,245,850	\$48,160,286	\$46,673,049	\$52,075,428	\$56,992,040	\$59,450,779	\$70,157,584	\$72,935,146	\$86,652,745	\$78,289,750
\$5,501,310	\$6,700,913	\$7,197,017	\$5,986,603	\$6,414,842	\$6,192,311	\$10,061,998	\$9,612,461	\$15,093,264	\$13,021,679
7,809,657	7,835,146	6,697,311	6,588,044	7,881,109	8,786,745	14,231,202	15,287,526	20,168,923	15,920,613
454,666	466,600	448,090	421,797	426,841	446,565	481,035	498,722	704,051	710,784
23,211,934	22,434,904	20,178,333	21,757,066	26,085,259	29,970,443	37,681,968	38,452,351	51,364,669	40,968,463
305,028	248,878	200,170	206,157	276,686	295,410	438,087	440,437	476,483	310,780
1,363,259	1,169,778	1,188,851	1,238,292	1,363,339	1,473,467	1,885,361	2,852,566	3,182,042	2,901,153
\$38,645,854	\$38,856,219	\$35,909,772	\$36,197,959	\$42,448,076	\$47,164,941	\$64,779,651	\$67,144,063	\$90,989,432	\$73,833,472
78.5%	80.7%	76.9%	69.5%	74.5%	79.3%	92.3%	92.1%	105.0%	94.3%
\$10,599,996	\$9,304,067	\$10,763,277	\$15,877,469	\$14,543,964	\$12,285,838	\$5,377,933	\$5,791,083	D \$4,836,687	\$4,456,278
\$2,025,629	\$2,059,017	\$1,978,223	\$1,986,267	\$2,123,477	\$2,156,649	\$2,317,524	\$3,043,387	\$3,001,088	\$2,668,423
.....	.....	5,944	2,624	1,236	3,791	124	1,062	48,126	7,326
\$8,574,367	\$7,245,050	\$8,779,110	\$13,888,578	\$12,419,251	\$10,125,398	\$3,060,285	\$2,746,634	D \$7,385,901	\$1,780,529
1,747,729	1,906,595	1,204,474	1,170,715	1,165,855	1,232,915	889,340	803,410	B 13,072,073	1,655,742
.....	.....	.....	.....	.....	.....	A 6,258,604	A 5,712,538	A 6,247,212	A 735,665
\$10,322,096	\$9,151,645	\$9,983,584	\$15,059,293	\$13,585,106	\$11,358,313	\$10,208,229	\$9,262,582	\$11,933,384	\$4,171,936
\$1,817,232	\$1,583,774	\$1,196,325	\$2,074,248	\$2,898,307	\$2,954,175	\$1,526,911	\$877,363	\$4,416,809	\$3,193,312
5,312,700	5,487,629	5,589,406	5,626,029	5,653,960	5,695,962	5,562,924	928,550	927,845	923,181
2,622,061	3,592,053	3,026,561	2,725,477	2,578,056	2,553,994	2,522,643	4,440,478	5,294,793	6,035,493
491,621	504,146	476,969	485,844	524,750	519,429	337,850	358,668	679,208	632,371
\$10,243,614	\$11,167,602	\$10,289,261	\$10,911,598	\$11,655,073	\$11,723,560	\$9,950,328	\$6,605,059	\$11,318,655	\$10,784,357
\$78,482	D \$2,015,957	D \$305,677	\$4,147,695	\$1,930,033	D \$365,247	\$257,901	\$2,657,523	\$614,729	D \$6,612,421
\$28,785	\$28,785	\$28,785	\$82,004	\$49,584	\$54,137	\$87,330	\$96,559	\$410,978	\$205,836
1,374,138	.....	.....	.....	.....	.....	.....	G 340,496	G 548,979	.....
6%	.....	.....	.....	.....	.....	.....	C	E	6.67%
3%	.....	.....	.....	.....	.....	.....	.....	.....	.....
\$1,402,923	\$28,785	\$28,785	\$82,004	\$49,584	\$54,137	\$87,330	\$2,132,275	\$1,979,422	\$754,815
D \$1,324,441	D \$2,044,742	D \$334,462	\$4,065,691	\$1,880,449	D \$419,384	\$170,571	\$525,248	D \$1,364,693	D \$7,367,236
D \$3,075,571	D \$5,120,313	D \$5,454,775	D \$1,389,084	\$491,365	\$1,153,640	\$1,324,211	\$1,849,459	\$484,766	D \$6,882,470
* \$1,826,386	* \$3,139,081	* \$660,796	\$3,838,138	\$1,839,001	* \$473,515	\$198,727	F \$7,461,670	* \$1,980,854	* \$8,015,271
D \$14,295	D \$3,153,376	D \$3,814,172	\$23,966	\$1,862,967	\$2,491,722	\$2,690,449	F \$10,152,119	\$8,171,265	\$155,994
2,721,196	2,635,138	2,416,458	2,961,598	3,257,060	3,341,898	3,612,615	3,293,288	3,705,528	2,673,769
904,059	896,081	849,948	798,694	891,259	926,966	882,382	976,112	1,014,735	876,113

A For the years 1918, 1919, 1920 and 1921 the Corporate and Federal Income Accounts are combined and in order that balances carried to Profit and Loss may agree with Corporate Accounts an adjustment is made eliminating Federal Income Transactions and Clearance Accounts. "Revenues and Expenses prior to January 1, 1918."

B Includes Certificates amounting to \$11,500,000 issued by the Interstate Commerce Commission Account of the Guaranty Period Claim.

C First Preferred Class A Stock 4%, Class B 6.4%, Class C 5.6%, Class D 8%, and Class E 3.6%.

E First Preferred Class A Stock 2%, Class B 3.2%, Class C 2.8%, Class D 4%, and Class E 1.8%.

F Includes Profit and Loss Accounts of Roads consolidated December 1, 1919.

G Equipment Trust Installments.

No. 18
 REPORT OF THE TRUSTEE
 OF THE
 SINKING FUND
 FOR REDEMPTION OF
 BOSTON AND MAINE RAILROAD
 IMPROVEMENT BONDS
 \$1,919,000 AT 4 PER CENT
 DATED FEBRUARY 1, 1887, DUE FEBRUARY 1, 1937

	1921		
January 1	Balance.....		\$1,794,186 86
1921			
December 31	Income for year.....	\$115,276 03	
	Net Profit on Bonds redeemed during the year.....	<u>2,063 75</u>	<u>117,339 78</u>
	Balance—Payments to Fund.....	\$942,915 00	
	Income, etc.....	<u>968,611 64</u>	<u>\$1,911,526 64</u>
 INVESTMENTS			
Par Value.		Cost	<i>(Including Accrued Interest)</i>
\$109,000 00	3½ %	Bonds of Boston and Maine R.R. due 1923.....	\$103,336 45
39,000 00	3½ %	Bonds of Boston and Maine R.R. due 1925.....	35,343 90
247,000 00	4 %	Bonds of Boston and Maine R.R. due 1926.....	188,796 80
380,000 00	4½ %	Bonds of Boston and Maine R.R. due 1929.....	324,948 22
487,000 00	4 %	Improvement Bonds of Boston and Maine R.R. due 1937.....	371,437 87
9,000 00	4 %	Bonds of Boston and Maine R.R. due 1942	6,148 83
93,000 00	4½ %	Bonds of Boston and Maine R.R. due 1944	97,155 26
22,000 00	3 %	Bonds of Boston and Maine R.R. due 1950	16,940 00
195,500 00	6 %	Series F Mortgage Bonds of Boston and Maine R.R. due 1930	185,044 50
76,000 00	7 %	Series I Mortgage Bonds of Boston and Maine R.R. due 1931	64,019 58
17,000 00	3½ %	Bonds of Connecticut River R.R. Co. due 1923	17,255 00
30,000 00	3½ %	Bonds of N.Y., N.H. & H. R.R. Co. due 1954	24,130 00
40,000 00	4 %	Bonds of N.Y., N.H. & H. R.R. Co. due 1956	37,333 46
45,000 00	4 %	Bonds of Portland Union Ry. Station Co. due 1927	45,301 56
20,000 00	4 %	Bonds of Portland Union Ry. Station Co. due 1929	20,075 55
18,000 00	4½ %	Bonds of Portland & Ogdensburg Ry. due 1928	18,931 50
8,000 00	4 %	Bonds of European & No. American Ry. due 1933	9,198 24
15,000 00	5 %	Bonds of Concord & Claremont, N.H. R.R. due 1944	15,002 08
20,000 00	4½ %	Bonds of Pennsylvania R.R. Co. due 1960	19,431 25
20,000 00	4 %	Bonds of Union Pacific R.R. Co. due 1947	17,387 70
20,000 00	4 %	Bonds of Chicago, Milwaukee & St. Paul Ry. Co. due 1989	14,984 33
20,000 00	4 %	Bonds of Northern Pacific Ry. Co. due 1997	16,255 25
20,000 00	4 %	Bonds of The Atchison, Topeka & Santa Fe Ry. Co. due 1995	16,906 85
10,000 00	4¼ %	Bonds of Great Northern Ry. Co. due 1961	9,748 92
25,900 00		Stock of Boston and Maine R.R. First Preferred Class A (259 shares)	37,037 00
3,100 00		Stock of Boston and Maine R.R. First Preferred Class D (31 shares)	7,734 50
17,000 00	4¼ %	U. S. Government Liberty Bonds—3rd Loan	17,000 00
\$2,006,500 00		Total.....	\$1,736,884 60
Cash.....			174,642 04
Grand Total.....			\$1,911,526 64

BOSTON SAFE DEPOSIT AND TRUST CO., Trustee.

FRANCIS J. BURRAGE,
Secretary.

BOSTON, MASS., December 31, 1921.

(See Note on Balance Sheet, Table No. 1)

No. 19.

Report of the Old Colony Trust Company, Trustee under Trust Agreement between the Boston and Maine Railroad and the Old Colony Trust Company, dated December 1, 1919, for purchase of Boston and Maine Railroad Mortgage Bonds issued to the Director General of Railroads of the United States Railroad Administration.

Series D, 6 Per Cent Bonds \$17,606,000

Dated July 1, 1920, due January 1, 1929, Issued under Mortgage of December 1, 1919, to refund a like face value of Series A Bonds, the same having been paid and cancelled.

1921			
January 1.	Balance		\$1,207,198 62
1921			
December 31.	Received as Income during the year.....		481,315 50
	Received from Boston and Maine R.R., being adjustment of amount of earnings applicable for the year ended December 31, 1919 and six months' period ending June 30, 1920.....	\$390,260 50	
	Other Income being interest on Boston and Maine R.R. Bonds and on uninvested balance.....	91,055 00	
	Balance — Payments to Fund.....	\$1,551,682 43	
	Income, etc.....	<u>136,831 69</u>	<u>\$1,688,514 12</u>

Par Value	PURCHASED FROM DIRECTOR GENERAL	Cost (Including Accrued Interest)
\$ 931,000	Bond of Boston and Maine Railroad, Series D, 6%, due January 1, 1929.....	\$ 947,069 31
28,000	Bond of Boston and Maine Railroad, Series D, 6%, due January 1, 1929.....	28,483 28
225,000	Bond of Boston and Maine Railroad, Series D, 6%, due January 1, 1929.....	231,346 47
479,000	Bond of Boston and Maine Railroad, Series D, 6%, due January 1, 1929	479,780 98
\$1,663,000	<i>Total</i>	\$1,686,680 04
	Uninvested Cash Balance, December 31, 1921.....	1,834 08
	<i>Total</i>	<u>\$1,688,514 12</u>

OLD COLONY TRUST CO.

WARREN G. LAWSON,
Assistant Trust Officer.

BOSTON, MASS., December 31, 1921.

(See Note on Balance Sheet, Table No. 1)

No. 20

VERMONT VALLEY RAILROAD
GENERAL BALANCE SHEET

DECEMBER 31, 1921

ASSETS.	LIABILITIES.
Investment in Road and Equipment.. \$2,101,821 52	
Investments in Affiliated Companies:	
*Stocks..... \$2,450,725 00	
Other Investments:	
†Stocks..... 800,000 00	3,250,725 00
Cash.....	51,747 27
Special Deposits.....	405 00
Director General of Railroads.....	294,568 04
Accounts with U.S.R.R. Administration	23,927 73
Other Unadjusted Debits.....	28,281 83
<i>Total</i>	<u>\$5,751,476 39</u>
†Capital Stock—20,000 shares—par \$50	\$1,000,000 00
First Mortgage 4½% Gold Bonds, dated Oct. 1, 1910, due 1940.....	1,500,000 00
Non-negotiable Debt to Affiliated Companies.....	448,578 16
Loans and Bills Payable**.....	2,300,000 00
Interest Matured Unpaid.....	405 00
Dividends Matured Unpaid.....	20,000 00
Unmatured Interest Accrued.....	62,875 00
Accounts with U. S. R.R. Administra- tion.....	49,406 17
Tax Liability.....	21,794 50
Premium on Funded Debt.....	17,981 75
Accrued Depreciation—Equipment..	92,464 40
Other Unadjusted Credits.....	5 40
Additions to Property through Income	80,136 89
Profit and Loss.....	157,829 12
<i>Total</i>	<u>\$5,751,476 39</u>

*5,000 shares The Sullivan County R.R.; 17,882 shares Montpelier and Wells River R.R. and 3,989 shares Barre and Chelsea R.R. Co.

†7,000 shares Connecticut and Passumpsic Rivers R.R. Co. and 1,000 shares Massawippi Valley Ry. Co.

† Entire stock owned by Boston and Maine R.R.

**Notes, all of which are owned by the Boston and Maine R.R.

CORPORATE INCOME ACCOUNT
YEAR ENDED DECEMBER 31, 1921

Operating Revenues.....	\$723,676 93
Operating Expenses.....	559,575 41
Net Operating Revenue.....	164,101 52
Tax Accruals.....	44,530 21
Operating Income.....	119,571 31
Other Income*.....	162,332 87
Gross Income.....	281,904 18
Deductions:	
Hire of Equipment and Other Rentals.....	48,838 41
Interest Accrued.....	205,500 28
Total Deductions.....	254,338 69
Net Income.....	27,565 49
Dividends (4%)	40,000 00
Balance—Deficit.....	12,434 51

*Includes \$45,000 received from U. S. Government Account of Guaranty.

ROAD OPERATED	Miles.
Brattleboro to Bellows Falls, Vt.....	24.44
Second Track.....	14.45
Side Tracks.....	6.44
<i>Total Track</i>	<u>45.33</u>

No. 21
VERMONT VALLEY RAILROAD

COMBINED CORPORATE AND FEDERAL INCOME ACCOUNT
YEAR ENDED DECEMBER 31, 1921, COMPARED WITH PREVIOUS YEAR

Excluding Standard Return and Guaranty

	Year Ended Dec. 31, 1921	Year Ended Dec. 31, 1920
OPERATING REVENUES:		
Freight.....	\$448,693 15	\$621,311 58
Passenger.....	210,293 62	219,600 28
Other Transportation.....	58,491 28	45,854 27
Incidental.....	6,165 67	7,997 24
<i>Total Operating Revenues</i>	\$723,643 72	\$894,763 37
OPERATING EXPENSES:		
Maintenance of Way and Structures.....	\$128,144 54	\$111,454 04
Maintenance of Equipment.....	114,606 62	117,022 54
Traffic.....	3,337 57	2,278 34
Transportation.....	308,107 20	433,602 69
Miscellaneous Operations.....	2,691 65	3,243 64
General.....	11,026 79	18,647 22
Transportation for Investment—Cr.....	41 28	49 51
<i>Total Operating Expenses</i>	\$567,873 09	\$686,198 96
<i>Net Operating Revenue</i>	\$155,770 63	\$208,564 41
 Tax Accruals.....	44,533 12	42,117 48
<i>Operating Income</i>	\$111,237 51	\$166,446 93
 Other Income.....	117,224 62	120,865 97
<i>Gross Income</i>	\$228,462 13	\$287,312 90
 DEDUCTIONS:		
Hire of Equipment and Other Rentals	\$49,399 86	\$45,672 75
Interest Accrued.....	205,500 28	205,500 04
<i>Total Deductions</i>	\$254,900 14	\$251,172 79
<i>Net Income</i>	*\$26,438 01	\$36,140 11

*Loss.

No. 22
THE SULLIVAN COUNTY RAILROAD
GENERAL BALANCE SHEET

DECEMBER 31, 1921

ASSETS.	LIABILITIES.
Investment in Road and Equipment.. \$1,421,551 58	\$500,000 00
Investments in Affiliated Companies:	
Advances..... 638,016 98	357,000 00
Director General of Railroads..... 402,167 11	3,570 00
Accounts with U. S. R.R. Administra- tion..... 35,475 42	61,665 98
Other Unadjusted Debits..... 4,969 82	<i>Dr. 6,222 61</i>
<i>Total</i> <u>\$2,502,180 91</u>	<u>153,800 55</u>
	Accrued Depreciation—Equipment.....
	Other Unadjusted Credits.....
	Additions to Property through Income
	Profit and Loss.....
	<i>Total</i> <u>\$2,502,180 91</u>

*Entire stock owned by Vermont Valley R.R.

CORPORATE INCOME ACCOUNT
YEAR ENDED DECEMBER 31, 1921

Operating Revenues.....	\$776,115 35
Operating Expenses.....	700,682 78
Net Operating Revenue.....	\$75,432 57
Tax Accruals.....	452 14
Operating Income.....	\$74,980 43
Other Income*.....	66,163 09
Gross Income.....	<u>\$141,143 52</u>
Deductions:	
Hire of Equipment and Other Rentals.....	\$31,029 89
Interest Accrued.....	14,280 31
Total Deductions.....	\$45,310 20
Net Income.....	\$95,833 32
Dividends (8%).....	40,000 00
Balance—Surplus.....	<u>\$55,833 32</u>

*Includes \$17,000 received from U. S. Government Account of Guaranty.

	ROAD OPERATED	Miles of Road	Miles of Track
OWNED:			
Bellows Falls, Vt., to N. H. State Line—Windsor, Vt.	24.31	24.31	
Second Track.....	....	17.07	
Connecting Track—Sullivan County R.R.—Fitchburg Div.	1.00	1.00	
Side Tracks.....	....	6.57	
<i>Total Miles Owned</i>	<u>25.31</u>	<u>48.95</u>	
LEASED:			
CENTRAL VERMONT RAILWAY Co.			
N. H. State Line to Windsor Station, Vt. ....	.73	.73	
Side Tracks.....	....	.46	
<i>Total Miles Leased</i>	<u>.73</u>	<u>1.19</u>	
<i>Grand Total Miles Operated</i>	<u>26.04</u>	<u>50.14</u>	

No. 23
THE SULLIVAN COUNTY RAILROAD

COMBINED CORPORATE AND FEDERAL INCOME ACCOUNT
YEAR ENDED DECEMBER 31, 1921, COMPARED WITH PREVIOUS YEAR

Excluding Standard Return and Guaranty

	Year Ended Dec. 31, 1921	Year Ended Dec. 31, 1920
OPERATING REVENUES:		
Freight.....	\$484,444 90	\$676,692 89
Passenger.....	223,764 59	245,342 58
Other Transportation.....	62,306 49	52,474 70
Incidental.....	5,551 00	11,534 54
<i>Total Operating Revenues</i>	\$776,066 98	\$986,044 71
OPERATING EXPENSES:		
Maintenance of Way and Structures.....	\$175,072 08	\$119,301 50
Maintenance of Equipment.....	166,869 17	148,936 07
Traffic.....	3,538 98	2,452 25
Transportation.....	344,462 23	479,546 12
Miscellaneous Operations.....	2,852 94	3,249 50
General.....	12,074 87	5,638 98
Transportation for Investment—Cr.....	58 10	59 48
<i>Total Operating Expenses</i>	\$704,812 17	\$759,064 94
<i>Net Operating Revenue</i>	\$71,254 81	\$226,979 77
 Tax Accruals.....	181 18	40,140 70
<i>Operating Income</i>	\$71,073 63	\$186,839 07
 Other Income.....	48,932 74	46,024 74
<i>Gross Income</i>	\$120,006 37	\$232,863 81
 DEDUCTIONS:		
Hire of Equipment and Other Rentals.....	\$32,750 68	\$26,766 87
Interest Accrued.....	14,280 31	14,280 08
<i>Total Deductions</i>	\$47,030 99	\$41,046 95
<i>Net Income</i>	\$72,975 38	\$191,816 86

No. 24

YORK HARBOR AND BEACH RAILROAD COMPANY
GENERAL BALANCE SHEET
DECEMBER 31, 1921

ASSETS	LIABILITIES
Investment in Road.....	\$334,335 52
Cash.....	3,043 18
Director General of Railroads.....	12,740 50
Accounts with U. S. R.R. Administra- tion.....	27,137 02
<i>Total</i>	<u>\$377,256 22</u>
	*Capital Stock—6,000 shares—par \$50
	\$300,000 00
	Miscellaneous Accounts Payable.....
	4,811 70
	Accounts with U. S. R.R. Administra- tion.....
	8,219 20
	Tax Liability.....
	Dr. 1,470 10
	Additions to Property Through In- come.....
	953 24
	Profit and Loss.....
	64,742 18
	<i>Total</i>
	<u>\$377,256 22</u>

*5340 shares owned by Boston and Maine R.R.

CORPORATE INCOME ACCOUNT

YEAR ENDED DECEMBER 31, 1921

Operating Revenues.....	\$103,663 66
Operating Expenses.....	<u>88,317 04</u>
Net Operating Revenue.....	\$15,346 62
Tax Accruals.....	<u>6,294 94</u>
Operating Income.....	\$9,051 68
Other Income*.....	<u>15,923 78</u>
Gross Income.....	\$24,975 46
Hire of Equipment.....	<u>12,302 15</u>
<i>Balance—Surplus</i>	<u>\$12,673 31</u>

*Includes \$15,000 received from U. S. Government account of Guaranty.

ROAD OPERATED

	Miles of Road	Miles of Track
Kittery Junction to York Beach, Maine.....	11.18	11.18
Spur to U. S. Navy Yard.....	.35	.35
Side Tracks.....	.....	1.27
<i>Total Track</i>	<u>11.53</u>	<u>12.80</u>

No. 25

YORK HARBOR AND BEACH RAILROAD COMPANY

COMBINED CORPORATE AND FEDERAL INCOME ACCOUNT

YEAR ENDED DECEMBER 31, 1921, COMPARED WITH PREVIOUS YEAR

Excluding Standard Return and Guaranty

	Year Ended Dec. 31, 1921	Year Ended Dec. 31, 1920
OPERATING REVENUES:		
Freight.....	\$41,867 52	\$37,210 97
Passenger.....	56,659 05	67,205 71
Other Transportation.....	4,458 58	2,354 06
Incidental.....	678 51	509 47
<i>Total Operating Revenues.....</i>	\$103,663 66	\$107,280 21
OPERATING EXPENSES:		
Maintenance of Way and Structures.....	\$20,946 95	\$30,118 42
Maintenance of Equipment.....	2,767 18	2,748 72
Traffic.....	1,114 70	313 96
Transportation.....	60,845 33	81,867 94
Miscellaneous Operations.....	—	82 00
General.....	2,843 81	581 65
Transportation for Investment—Cr.....	—	7 88
<i>Total Operating Expenses.....</i>	\$88,517 97	\$115,704 81
<i>Net Operating Revenue.....</i>	\$15,145 69	*\$8,424 60
 Tax Accruals.....	6,274 92	7,881 07
Uncollectible Railway Revenues.....	—	5 04
<i>Operating Income.....</i>	\$8,870 77	*\$16,310 71
 Other Income.....	926 40	2,136 86
<i>Gross Income.....</i>	\$9,797 17	*\$14,173 85
 DEDUCTIONS:		
Hire of Equipment and Other Rentals.....	\$12,302 15	\$12,149 09
<i>Total Deductions.....</i>	\$12,302 15	\$12,149 09
<i>Net Loss.....</i>	\$2,504 98	\$26,322 94

* Loss

No. 26

MOUNT WASHINGTON RAILWAY COMPANY

GENERAL BALANCE SHEET

DECEMBER 31, 1921

ASSETS	LIABILITIES
Investment in Road and Equipment.... \$189,763 20	*Capital Stock—2,115 shares..... \$211,500 00
Land at Summit and Base, Mount Washington..... 56,000 00	Miscellaneous Accounts Payable..... 592 20
Cash..... 3,251 66	Accrued Depreciation-Equipment..... 4,313 94
Material and Supplies..... 328 33	Additions to Property through Income 15,777 62
<i>Total</i> <u>\$249,343 19</u>	Accident Fund..... 12,500 00
	Profit and Loss..... 4,659 43
	<i>Total</i> <u>\$249,343 19</u>

*Entire stock owned by Boston and Maine R.R.

ROAD OPERATED	Miles
Base to Summit, Mt. Washington, N. H.....	3.17
Side Tracks.....	.17
<i>Total Track</i>	<u>3.34</u>

No. 27

MOUNT WASHINGTON RAILWAY COMPANY

INCOME ACCOUNT

YEAR ENDED DECEMBER 31, 1921, COMPARED WITH PREVIOUS YEAR

	Year Ended Dec. 31, 1921	Year Ended Dec. 31, 1920
OPERATING REVENUES:		
Passenger.....	\$25,509 51	\$26,421 54
Other Transportation.....	478 32	216 48
Incidental.....	7,613 59	6,841 03
<i>Total Operating Revenues</i>	\$33,601 42	\$33,479 05
OPERATING EXPENSES:		
Maintenance of Way and Structures.....	\$15,728 90	\$7,940 86
Maintenance of Equipment.....	4,056 05	4,716 57
Traffic.....	888 53	454 66
Transportation.....	13,150 05	16,866 68
Miscellaneous Operations.....	2,585 84	92 49
General.....	32 15	138 64
<i>Total Operating Expenses</i>	\$36,441 52	\$30,209 90
<i>Net Operating Revenue</i>	*\$2,840 10	\$3,269 15
 Tax Accruals.....	 826 39	 1,338 07
<i>Operating Income</i>	*\$3,666 49	\$1,931 08
 Other Income.....	 117 37	 45 59
<i>Net Income</i>	*\$3,549 12	\$1,976 67

* Loss.

No. 28

THE ST. JOHNSBURY AND LAKE CHAMPLAIN RAILROAD COMPANY
GENERAL BALANCE SHEET
DECEMBER 31, 1921

ASSETS	LIABILITIES
Investment in Road.....	\$4,821,015 90
Miscellaneous Physical Property.....	94,076 20
Cash.....	23,493 65
Traffic and Car Service Balances Receivable.....	3,074 92
Net Balance Receivable from Agents and Conductors.....	4,301 76
Miscellaneous Accounts Receivable.....	18,245 23
Material and Supplies.....	25,781 30
Rents Receivable.....	13,333 33
Accounts with U. S. R.R. Administration.....	103,997 18
Other Unadjusted Debits.....	3,602 87
Profit and Loss (<i>Deficit</i>).....	4,483,842 93
 <i>Total</i>	<u>\$9,594,765 27</u>
	 <i>Total</i>
	<u>\$9,594,765 27</u>

A 31,760 shares owned by Boston and Maine Railroad.

B 7,680 shares owned by Boston and Maine Railroad.

C \$1,172,000 par value owned by Boston and Maine Railroad.

D Notes held by the Boston and Maine Railroad.

CORPORATE INCOME ACCOUNT

YEAR ENDED DECEMBER 31, 1921

Operating Revenues.....	\$472,589 37
Operating Expenses.....	474,195 48
Net Operating Revenue (<i>Loss</i>).....	\$1,606 11
Tax Accruals.....	15,539 68
Operating Income (<i>Loss</i>).....	\$17,145 79
Other Income*	93,786 50
Gross Income.....	<u>\$76,640 71</u>
 Deductions:	
Hire of Equipment and Other Rentals.....	\$81,392 03
Interest Accrued†.....	126,207 37
Other Deductions.....	1,029 87
Total Deductions.....	<u>\$208,629 27</u>
<i>Balance—Deficit</i>	<u>\$131,988 56</u>

*Includes \$20,000 rental for lease to the Maine Central Railroad Co., of that part of the road between St. Johnsbury and Lunenburg, Vt.

Includes \$70,000 received from U. S. Government account of Guaranty.

†Includes interest accrued amounting to \$58,600.00 on bonds owned by the Boston and Maine Railroad, no part of which has been paid.

ROAD OPERATED	Miles
St. Johnsbury to Swanton, Vt.....	96.20
Side Tracks.....	15.48
<i>Total Tracks</i>	<u>111.68</u>

NOTE—Total road owned, 118.30 miles. That portion between St. Johnsbury and Lunenburg, Vt., 22.10 miles, is leased to the Maine Central Railroad Co. at an annual rental of \$20,000 and taxes for 5 years from January 1, 1915, and thereafter, until 6 months' written notice shall have been given by either party of its intention to terminate the lease.

No. 29

THE ST. JOHNSBURY AND LAKE CHAMPLAIN
RAILROAD COMPANY

COMBINED CORPORATE AND FEDERAL INCOME ACCOUNT

YEAR ENDED DECEMBER 31, 1921, COMPARED WITH PREVIOUS YEAR

Excluding Standard Return and Guaranty

	Year Ended Dec. 31, 1921	Year Ended Dec. 31, 1920
OPERATING REVENUES:		
Freight.....	\$285,242 86	\$340,704 90
Passenger.....	88,662 71	92,419 18
Other Transportation.....	94,987 93	102,760 62
Incidental.....	4,456 37	6,715 81
<i>Total Operating Revenues.....</i>	\$473,349 87	\$542,600 51
OPERATING EXPENSES:		
Maintenance of Way and Structures.....	\$133,652 06	\$192,482 40
Maintenance of Equipment.....	8,793 25	14,732 32
Traffic.....	7,571 33	6,575 74
Transportation.....	311,304 76	379,805 54
General.....	17,945 88	14,384 86
Transportation for Investment—Cr.....	53 75	98 73
<i>Total Operating Expenses.....</i>	\$479,213 53	\$607,882 13
<i>Net Operating Revenue (Loss).....</i>	\$5,863 66	\$65,281 62
 Tax Accruals.....	15,547 68	15,348 02
Uncollectible Railway Revenues.....	—	81
<i>Operating Income (Loss).....</i>	\$21,411 34	\$80,630 45
 Other Income.....	25,507 23	25,465 90
<i>Gross Income</i>	\$4,095 89	*\$55,164 55
 DEDUCTIONS:		
Hire of Equipment and other Rentals.....	\$81,443 69	\$72,672 96
Interest Accrued.....	126,207 44	128,612 09
Other Deductions.....	672 31	773 06
<i>Total Deductions.....</i>	\$208,323 44	\$202,058 11
<i>Net Loss.....</i>	\$204,227 55	\$257,222 66

*Loss.

No. 30
MONTPELIER AND WELLS RIVER RAILROAD
 GENERAL BALANCE SHEET
 DECEMBER 31, 1921

ASSETS.	LIABILITIES.
Investment in Road and Equipment..	\$1,292,828 37
Improvements on Leased Railway Property	5 19
Miscellaneous Physical Property.....	19,696 65
Cash.....	16,930 65
Traffic and Car Service Balances Receivable.....	7,002 97
Net Balance Receivable from Agents and Conductors.....	4,674 66
Miscellaneous Accounts Receivable...	30,478 50
Director General of Railroads.....	9,124 52
Material and Supplies.....	77,703 87
Accounts with U. S. R.R. Administration.....	123,117 99
Insurance Premiums Paid in Advance	16 73
Other Unadjusted Debits.....	15,451 83
<i>Total</i>	<u>\$1,597,031 93</u>
	*17,882 shares owned by the Vermont Valley R.R.
	<u>\$1,597,031 93</u>

CORPORATE INCOME ACCOUNT
YEAR ENDED DECEMBER 31, 1921

Operating Revenues.....	\$303,505 49
Operating Expenses.....	353,062 87
Net Operating Revenue (<i>Loss</i>).....	\$49 557 38
Tax Accruals.....	18,331 80
Operating Income (<i>Loss</i>).....	\$67,889 18
Other Income*.....	68,148 39
Gross Income.....	\$259 21
Hire of Equipment and Miscellaneous Deductions.....	29,147 60
<i>Balance—Deficit</i>	\$28,888 39

*Includes \$64,500 received from U. S. Government account of Guaranty.

	ROAD OPERATED	Miles of Road	Miles of Track
OWNED:			
Montpelier to Wells River, Vt.....		37.98	37.98
Montpelier to Tilden Bridge, Barre, Vt.....		5.13	5.13
Side Tracks.....			10.75
<i>Total Miles Owned</i>		43.11	53.86
LEASED:			
BARRE AND CHELSEA RAILROAD CO.			
Tilden Bridge to Ayer St., Barre, Vt.....		1.67	1.67
Side Tracks.....			.74
<i>Total Miles Leased</i>		1.67	2.41
<i>Grand Total Miles Operated</i>		44.78	56.27

No. 31

MONTPELIER AND WELLS RIVER RAILROAD

COMBINED CORPORATE AND FEDERAL INCOME ACCOUNT

YEAR ENDED DECEMBER 31, 1921, COMPARED WITH PREVIOUS YEAR

Excluding Standard Return and Guaranty

	Year Ended Dec. 31, 1921	Year Ended Dec. 31, 1919
OPERATING REVENUES:		
Freight.....	\$202,079 39	\$220,636 25
Passenger.....	56,939 75	55,654 09
Other Transportation.....	41,098 00	53,619 54
Incidental.....	3,393 90	4,439 69
<i>Total Operating Revenues</i>	\$303,511 04	\$334,349 57
OPERATING EXPENSES:		
Maintenance of Way and Structures.....	\$125,010 19	\$117,475 01
Maintenance of Equipment.....	22,283 20	47,177 30
Traffic.....	4,712 95	2,932 58
Transportation.....	195,304 89	229,435 38
General.....	11,365 68	12,984 53
Transportation for Investment—Cr.	104 92	131 78
<i>Total Operating Expenses</i>	\$358,571 99	\$409,873 02
<i>Net Operating Revenues (Loss)</i>	\$55,060 95	\$75,523 45
Tax Accruals.....	17,974 19	21,863 80
<i>Operating Income (Loss)</i>	\$73,035 14	\$97,387 25
Other Income.....	5,025 59	4,671 18
<i>Gross Income (Loss)</i>	\$68,009 55	\$92,716 07
DEDUCTIONS:		
Hire of Equipment and other Rentals.....	\$29,026 00	\$41,433 27
Interest Accrued.....	1 71	57
<i>Total Deductions</i>	\$29,027 71	\$41,433 84
<i>Net Loss</i>	\$97,037 26	\$134,149 91

No. 32

BARRE AND CHELSEA RAILROAD COMPANY
GENERAL BALANCE SHEET

DECEMBER 31, 1921

ASSETS.	LIABILITIES.
Investment in Road and Equipment..... \$547,943 88	*Capital Stock—4,000 shares..... \$400,000 00
Miscellaneous Physical Property..... 21,132 75	Traffic and Car Service Balances Payable..... 3,056 64
Other Investments:	Audited Accounts and Wages Payable..... 26,513 38
Bonds..... 131,296 00	Miscellaneous Accounts Payable..... 389 42
Cash..... 49,849 42	Dividends Matured Unpaid..... 96 50
Traffic and Car Service Balances Receivable..... 46,781 48	Accounts with U. S. R.R. Administration..... 68,622 63
Net Balance Receivable from Agents and Conductors..... 1,066 51	Tax Liability..... 3,970 00
Miscellaneous Accounts Receivable..... 3,381 57	Accrued Depreciation—Equipment..... 94,395 48
Director General of Railroads..... 39,408 00	Other Unadjusted Credits..... 6 75
Material and Supplies..... 28,685 33	Additions to Property through Income..... 8,235 47
Interest Receivable..... 1,487 50	Profit and Loss..... 438,449 32
Rents Receivable..... 500 00	
Accounts with U. S. R.R. Administration..... 170,608 80	
Other Unadjusted Debits..... 1,594 35	
<i>Total</i> <u>\$1,043,735 59</u>	<i>Total</i> <u>\$1,043,735 59</u>

*3,989 shares owned by the Vermont Valley R.R.

CORPORATE INCOME ACCOUNT

YEAR ENDED DECEMBER 31, 1921

Operating Revenues.....	\$129,705 46
Operating Expenses.....	163,597 14
Net Operating Revenue (<i>Loss</i>).....	\$32,891 68
Tax Accruals.....	3,673 59
Operating Income (<i>Loss</i>).....	\$37,565 27
Other Income.....	38,812 43
Gross Income.....	\$1,247 16
Miscellaneous Deductions.....	484 17
Net Income.....	\$762 99
Dividends (5%).....	20,000 00
<i>Balance—Deficit</i>	<u>\$19,237 01</u>

ROAD OPERATED

	Miles
Ayer St., Barre, Vt., to Quarries and East Barre, Vt.....	21.99
Side Tracks.....	2.92
<i>Total Track</i>	24.91

No. 33

BARRE AND CHELSEA RAILROAD COMPANY

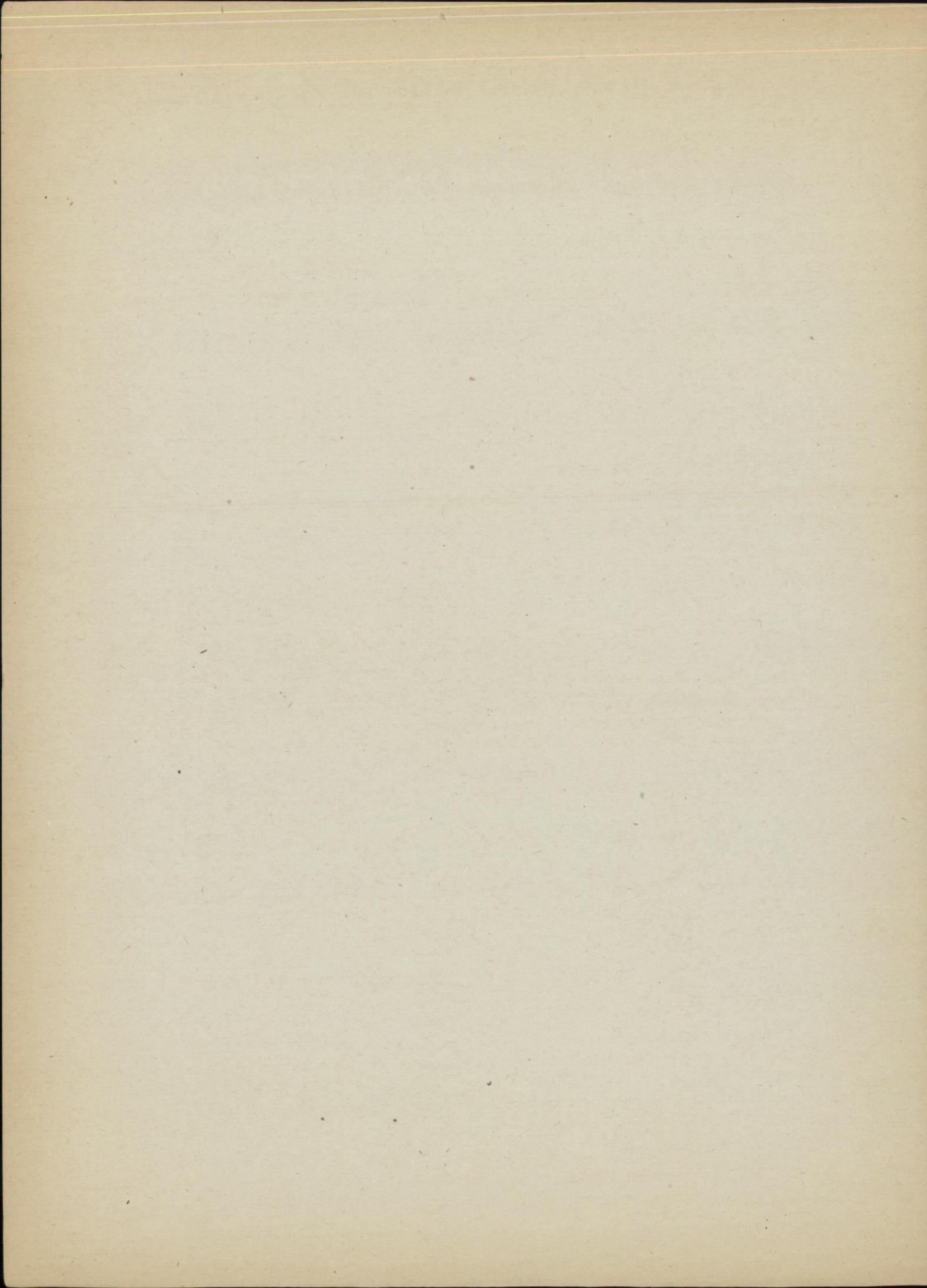
COMBINED CORPORATE AND FEDERAL INCOME ACCOUNT

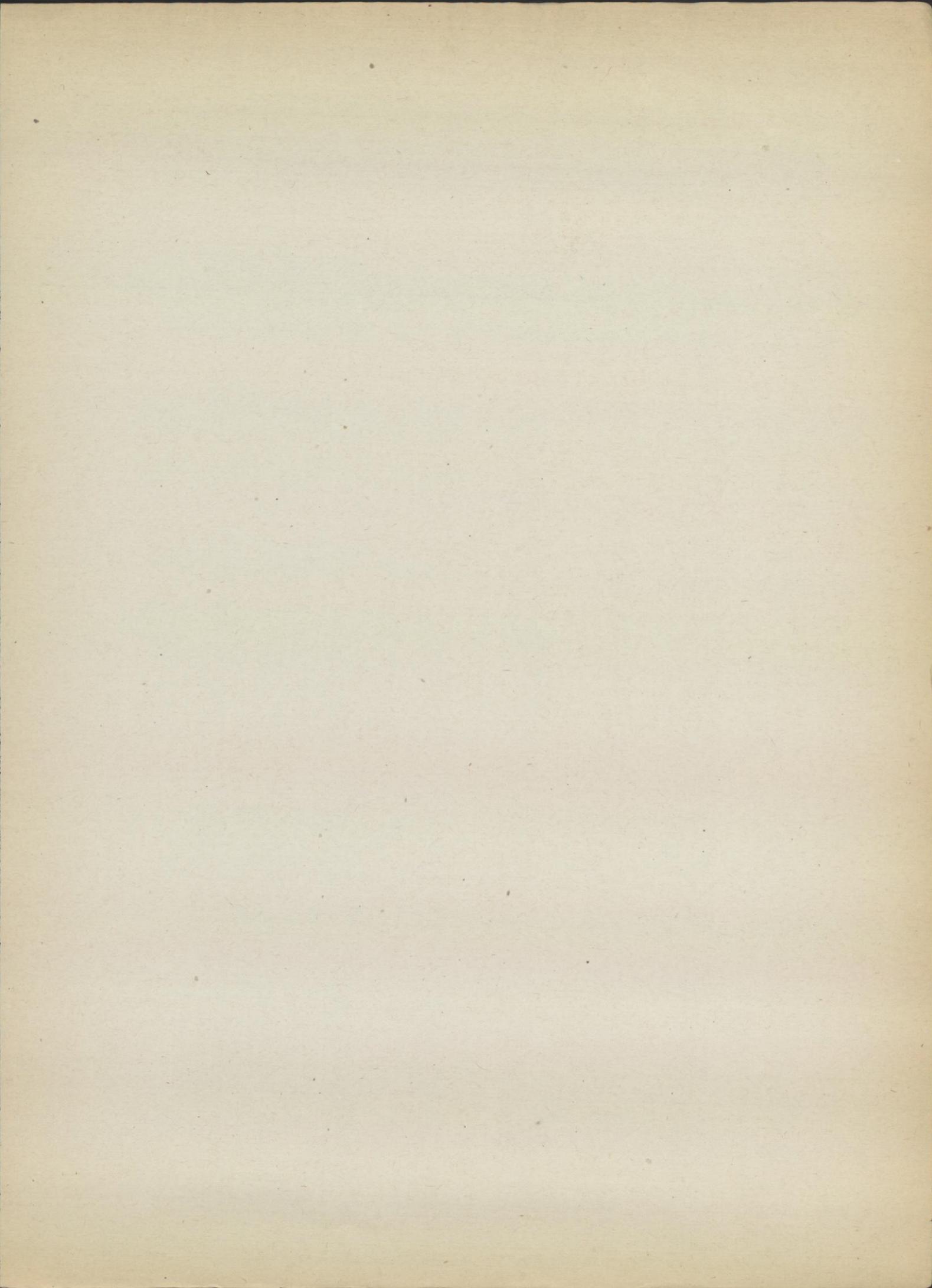
YEAR ENDED DECEMBER 31, 1921, COMPARED WITH PREVIOUS YEAR

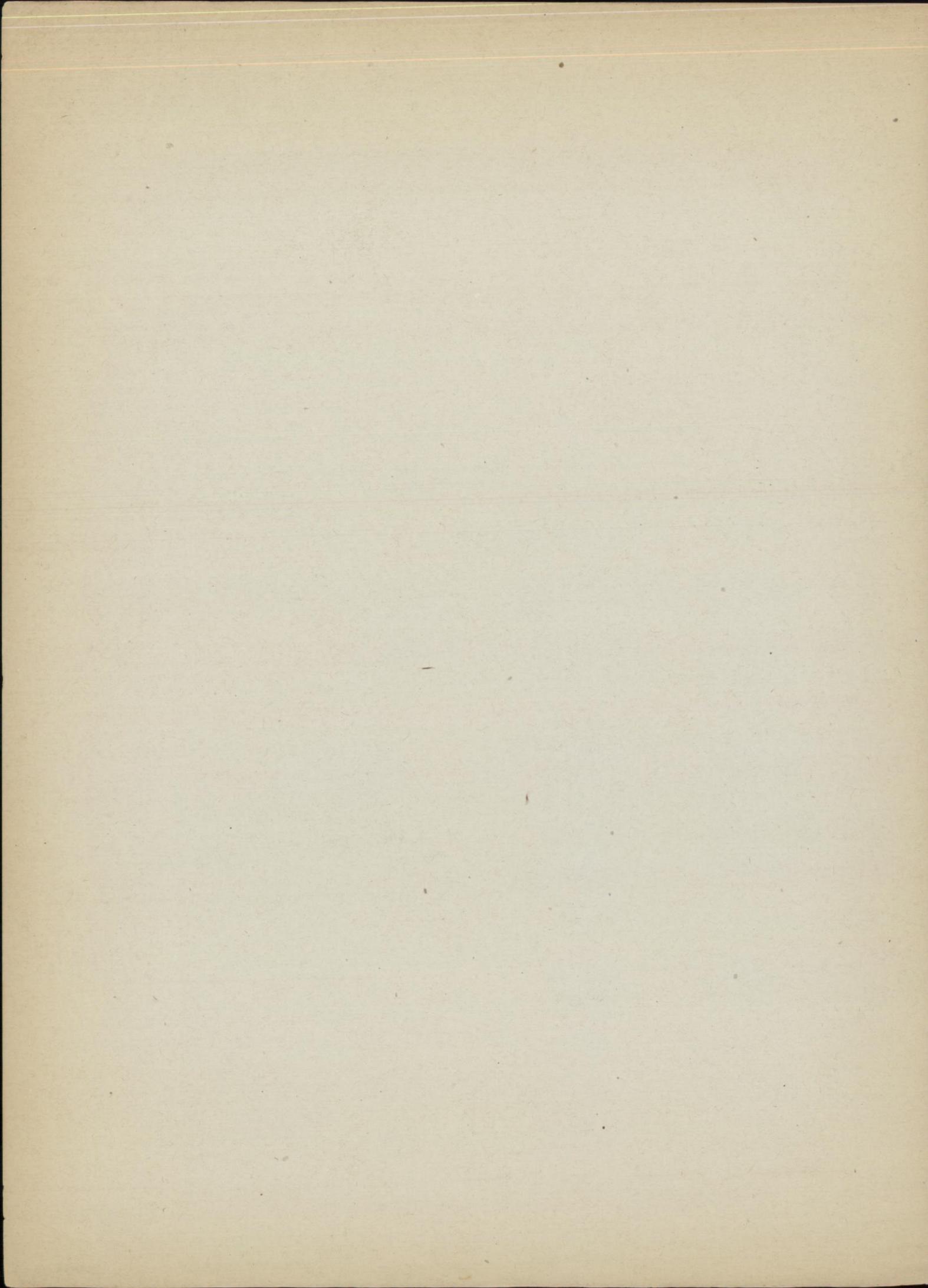
Excluding Standard Return and Guaranty

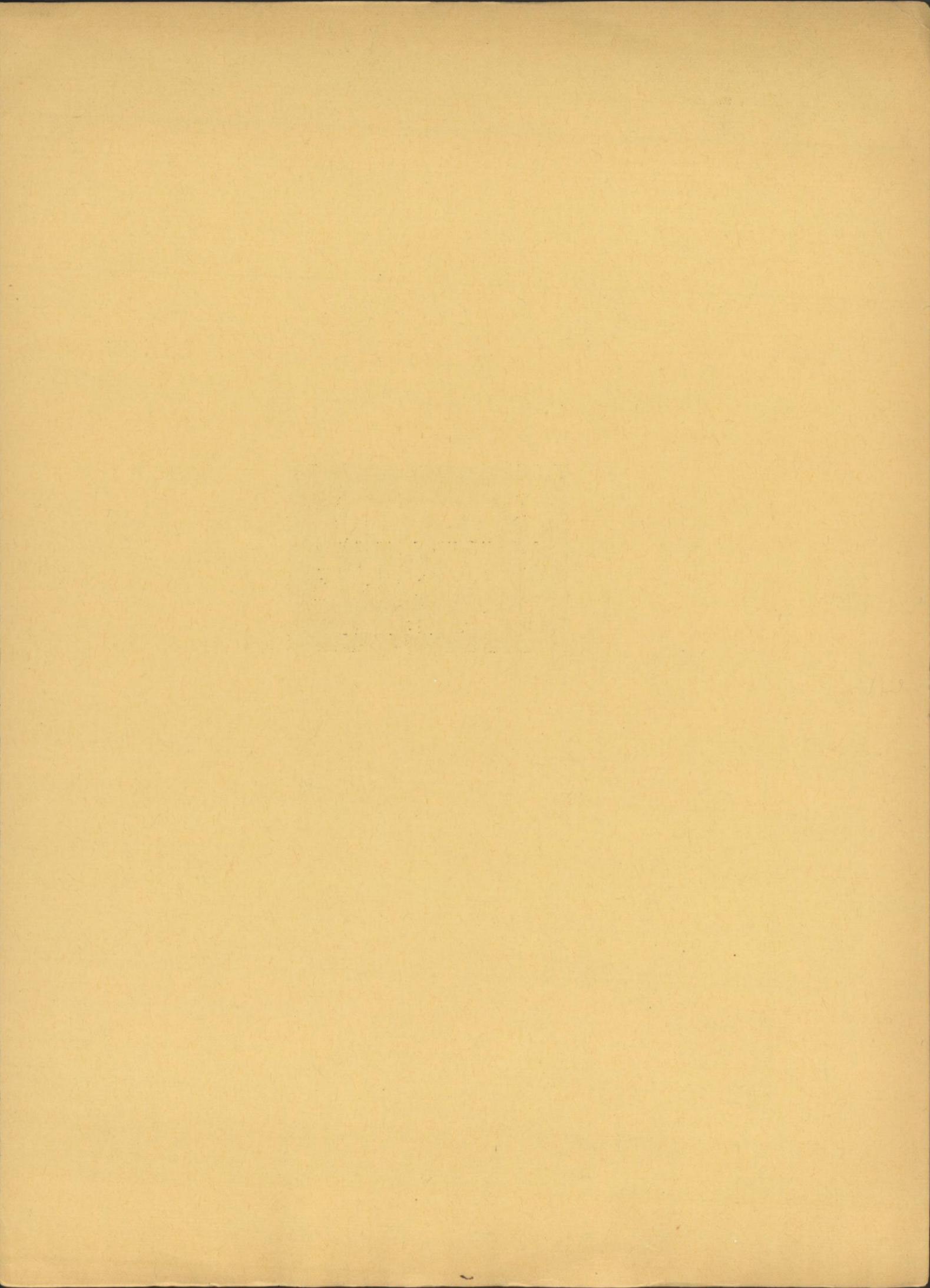
	Year Ended Dec. 31, 1921	Year Ended Dec. 31, 1920
OPERATING REVENUES:		
Freight.....	\$123,130 81	\$215,228 39
Passenger.....	1,119 60	2,178 50
Other Transportation.....	5,136 50	4,180 74
Incidental.....	318 00	360 00
<i>Total Operating Revenues.....</i>	\$129,704 91	\$221,947 63
OPERATING EXPENSES:		
Maintenance of Way and Structures.....	\$37,494 84	\$36,172 30
Maintenance of Equipment.....	49,182 50	55,028 54
Traffic.....	1,879 01	936 98
Transportation.....	66,782 04	69,762 50
General.....	9,239 23	4,253 00
Transportation for Investment—Cr.....	6 16	3 36
<i>Total Operating Expenses.....</i>	\$164,571 46	\$166,149 96
<i>Net Operating Revenue.....</i>	*\$34,866 55	\$55,797 67
 Tax Accruals.....	 2,691 35	 14,732 02
<i>Operating Income.....</i>	*\$37,557 90	\$41,065 65
 Other Income.....	 38,238 80	 47,515 81
<i>Gross Income.....</i>	\$680 90	\$88,581 46
 DEDUCTIONS:		
Hire of Equipment and other Rentals.....	\$417 50	\$402 04
Other Deductions.....	66 67	—
<i>Total Deductions.....</i>	\$484 17	\$402 04
<i>Net Income.....</i>	\$196 73	\$88,179 42

*Loss









1921

